

# Trail Rider

MAGAZINE

September 1999 \$2.95

## World Trials

HOW CAN THEY  
RIDE THAT STUFF?

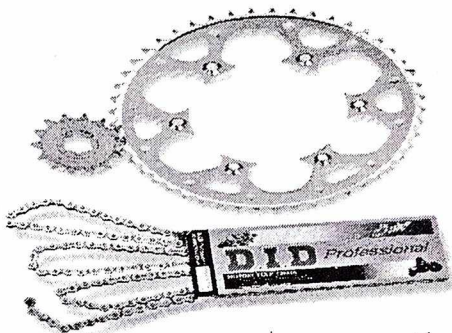
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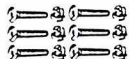
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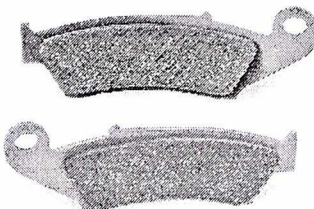
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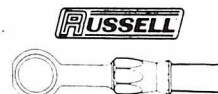
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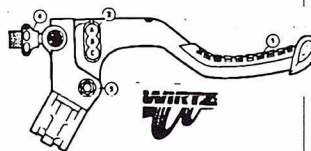


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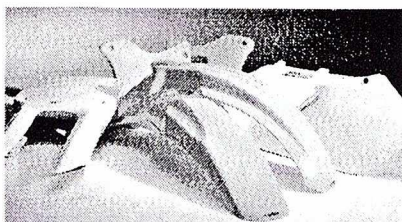
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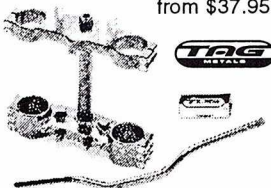
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**On the cover:** NETRA B Senior rider Ron Pratt scoots past the edge of a rock pile that would qualify as a hill in another neighborhood. King Philip enduro, eastern Massachusetts, during one of the driest summers on record. Photo by the Bossman, who almost wishes he was riding instead.

September 1999  
Volume 29 Number 9

Paul Clipper  
Bossman

Mark Uth  
Technical Editor

Charlie Williams  
National Affairs Editor

Cheri Alix  
Mark Baer  
Mike Bernier  
Denise Bernier  
Jay Chittenden  
Ed Hertfelder  
Joe McLaughlin  
Contributors

Editorial and  
Subscription Address  
P.O. Box 2038  
Medford Lakes, NJ 08055  
(609)953-2922  
Fax (609)953-7223

Internet Address  
www.trailrider.com  
E-Mail Address  
trmagazine@prodigy.net

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Warning: there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

## You Got Questions?

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

**Newsstand Sales:** You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

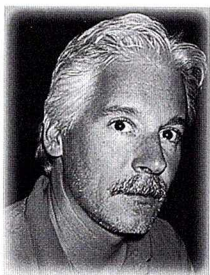
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**Contributors:** We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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## Last Over

by Paul Clipper

# Rough Competition

**H**ard fourteen. Across the felt, a ten of diamonds is showing in front of the dealer. I drag my eyes back to the small stack of watermelon chips sitting in the circle in front of me; I lost patience with silver dollars a half hour ago, and now there was 75 bucks riding on what could be the lousiest blackjack hand you could hold. Still, the count was plus-six and I laid my head on my partner's shoulder to my right, more out of wanting to see her cards rather than affection. She's holding a hard eleven, and I mumble "Double down...."

A six and a five make the count plus-eight, and it looked like there was only about one deck left in the shoe. A lot of tens left, as long as I didn't make any mistakes. The dealer looked at his hole card to check for a natural, and I watched his eyes like a starving animal. Too many days of this; too many nights without sleep. I'd been tipping the dealer heavily, and when his eyes came off of the table he looked straight at me—a look in his eyes that can pass unnoticed to the casual observer, but after many hours at the table I knew better than to play around, and I shoved my cards face down under my bet, the silent signal to pass me by when it came time for a hit. It looked like a smile crossed his face as he turned to the first player at the table, and I leaned back and checked my watch. I had to be at the awards ceremony in ten minutes.

Standing on a hard fourteen with a ten showing. A very dumb move in certain circumstances, but that's what gambling's all about. Two hundred and nineteen riders took the big gamble this morning, and were about to collect their payoff in ten minutes—high buck stakes, a small fortune to the winner by bike racing standards. 2500 dollars to the first man across the line, payable in cash, and the way I figured it, since I wasn't one of the people in line for that sort of win, there must be a friendly table where I could take a shot at a jackpot of my own.

We were attending the second running of the Whisky Pete's G.P. in Nevada, and racing fever had hit. I wasn't set up to fling a bike around the course, so I did the next best thing for excitement: fling my money around a casino. Gambling gets much more interesting when you know it's your cash sitting in front of you; it's almost like a race. Besides, it was nearly 100 degrees outside, and playing this table gave me a great place to sit and free drinks for as long as I could hold them. Worse things could happen.

It may not have turned out this way if it wasn't for my old friend Kevin Hines. The man brings out the worst in me. Competition brings on a whole new meaning when there's someone else around who's willing to put up a fight. It started out with a little friendly game of "Who

Can Make It to State Line in the Shortest E.T." Kevin tried it out and came up with 26 minutes, and that little figure got my juices flowing. A low-slung Buick Riviera was my weapon the next morning, and I pulled up at the race headquarters 28 minutes down from the center of the strip.

"Made it in 28, Richy Rich; I think I've got you in my sights."

**"We all know what kind of wimps you woods riders turn into after looking at rocks and barrel cactus for four hours. You know, you'll be lucky if you finish this thing without breaking every bone in your body."**

"That's not too bad for a warm-up run," he said, with a mean gleam in his eye. "I might have to break the speed limit in order to keep you humble!"

"Yeah, that's true, but before you get a second chance at it, you have to get 170 miles of desert out of your system." I said with a broad smile. "And we all know what kind of wimps you woods riders turn into after looking at rocks and barrel cactus for four hours. You know, the way I see it, you'll be lucky if you finish this thing without breaking every bone in your body."

"Maybe you're right, Clip. I've never ridden in the desert before."

"Well, seeing as how I'm such a nice guy, I'm going to pass on a little bit of old-timers wisdom." I said, edging a little closer. "Don't try to brush a Joshua tree out of your way the same way you'd handle a Michigan jack pine."

"Really?"

"They don't move. Made out of concrete. One other thing—don't ride too close to the rider in front of you; whatever you do, stay out of his roost."

"Why's that?"

I moved a step closer and nudged a rock with my foot. "Because this time of year the rattlesnakes are hibernating. They dig down into the ground under rocks and things, and they get pretty mean when a 5.00/18 digs them out and throws them in somebody's face."

"No kidding? But aren't they a little sluggish this time of year?"

"Oh yeah, just as long as they're asleep. But what would you do if somebody wrenched you out of bed and gave you a 20-foot toss?" I flicked the rock over with my toe, just for effect, and was pleased to see him flinch. It's not too

often that you can find a way to freak these guys, so I figured I'd play it to the hilt.

"They're that close to the surface, huh?" Kevin scraped the dirt with his heel, looking more curious than worried.

"Yeah, but you shouldn't have any trouble, just as long as you stay back!"

Kevin went off with one more thing to think about, and I went about my business of shoot-

ing photos. By the time the third loop ended, it was evident that Hines was going to take second place, and although I was real happy for the lone Yankee, I made a point of not showing it at the finish line. The next time I got a chance to talk to him was in the casino back in town, while we were waiting for the awards presentation to start.

"No snakes." He said, giving me that I-know-you're-full-of-crap smile of his. "And second overall isn't too bad for a greenhorn."

"Yeah, and lucky for you everybody in front of you broke down. How much did you make today?"

"\$1900. And I think it's time to go collect it." He turned toward the door and started moving through the crowd, but I watched him stop and come back. "Oh yeah. If you're still interested, you have to beat 21 minutes now." With that last blow, he turned and left.

No way could I beat 21 minutes. Some things have to be left to the true maniacs. My friend dragged back eight bucks from the spot in front of her, and I looked at the dealer's cards to see that he'd busted with a six in the hole. I raked in the chips and threw him a ten, and counted up the take as I headed to the cashier. Hines wouldn't know it, but he beat me again. The last big win left me even with the house, just the same thing as if I'd entered the race and won back my entry fee. Rough competition and nothing to show for it—the story of my life. I plunked a quarter in a slot machine on my way out the door, lost it and smiled. "At least I didn't pick up any bruises today!" I said to the lady on my right; and left her wondering about it as I went out to applaud the winners. ▲



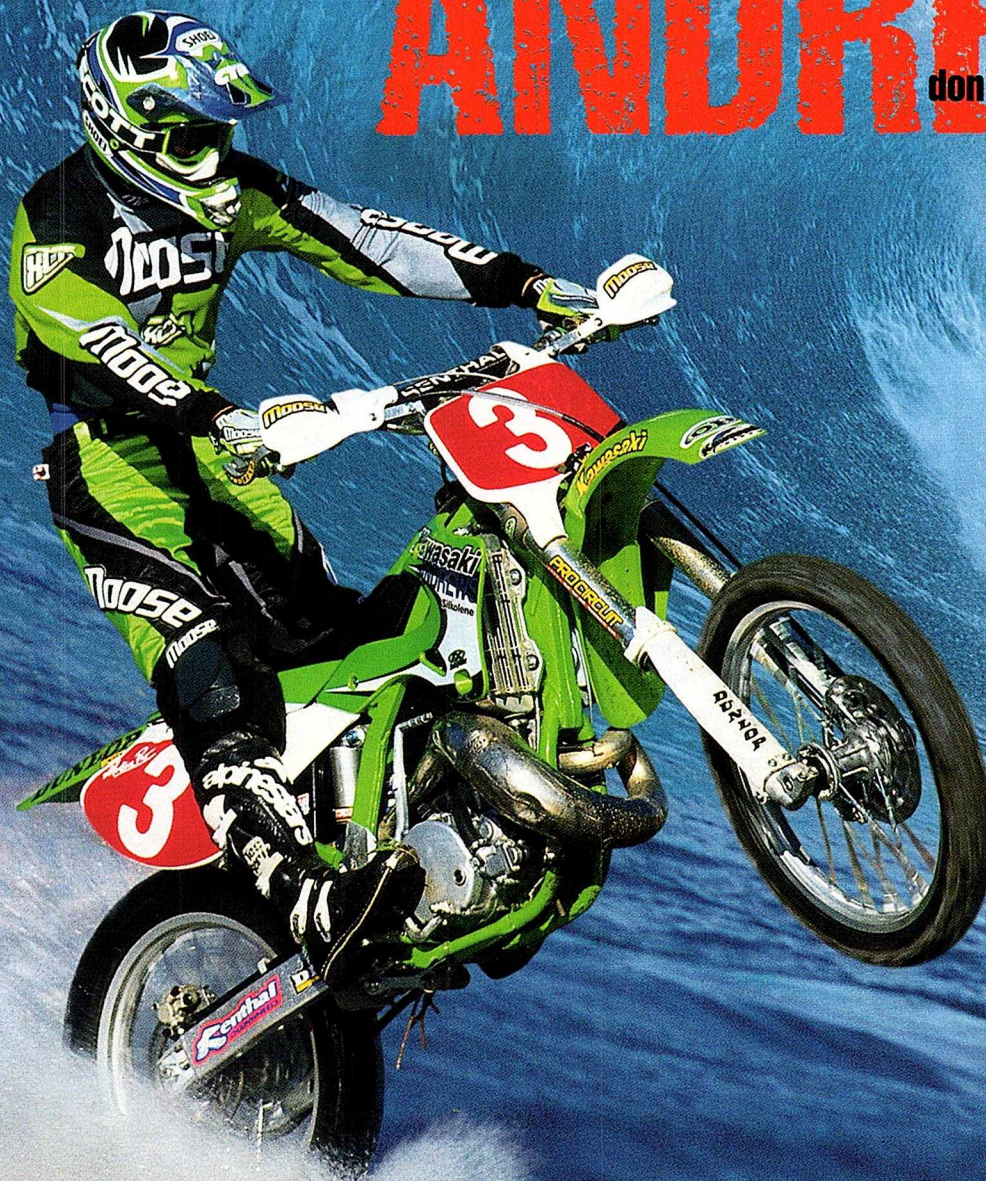


# AN UNSTOPPABLE FORCE

1989 500cc Winter Series Champion • 1991 AMA Rookie of the Year • 1993 GNCC champ (won rookie year-first time)  
• 1993 Blackwater 100 winner (won rookie year-first time) • 1993 CRA Champion • 4 time South African Supercross  
Champion • 1994 2nd place GNCC Series • 1995 3rd place GNCC Series • 1996 5th place GNCC Series  
• 1997 5th place GNCC Series • 1998 3rd place GNCC Series • 2 time East Coast Vet. National Champion

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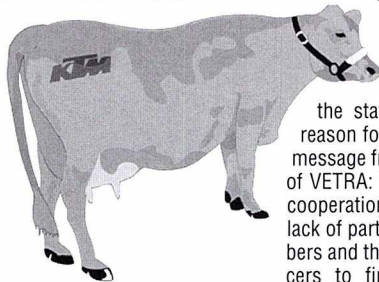


## No Bikes for Beef

The biggest controversy of this summer affecting dirt bikers had more meat in it than Oscar Meyer's wieners. We received word from KTM last spring that if the reaction to a European ban on the importation of hormone-treated beef went very wrong, life for European dirt bike manufacturers was due to change radically. The short story was that in retaliation the U.S. was going to impose a 100 percent import duty on a list of European-made products, and one thing on the list was motorcycles from 51cc to 500cc. Since engine sizes in this range only affect European dirt bikes, the under-500cc models from Beta, Bultaco, Fantic, Gas Gas, Husaberg, Husqvarna, KTM, Montesa, Scorpia, and TM imported into the U.S. would basically double in price. KTM immediately retained lawyers in Washington to begin lobbying to have motorcycles removed from the list; at the same time, and somewhat quietly, they began working on possible plans to begin assembling bikes in the U.S., much the same way Honda "manufactures" autos and motorcycles in this country.

The American Motorcyclist Association jumped in immediately and put their lawyers on it, and also called out to members to put the pressure on legislators in Washington. Ultimately, on July 19, the U.S. Trade Representative's Office released a final list of European products subject to 100 percent import duties beginning July 29. The list includes 34 categories of products ranging from beef and pork to onions and soup, and no motorcycles. "We said all along that motorcycles had no place in a trade dispute over beef, and we're elated that we were able to make the case to federal officials," said Edward Moreland, the AMA's Washington representative. "But this is really a testament to the power of grassroots lobbying and to AMA members and other motorcyclists who made phone calls, wrote letters and sent e-mails to their elected officials."

We're also going to add, since they'll never say anything about it, that we also owe a debt of gratitude to KTM for jumping on it right away, getting out their checkbook, and not being hesitant to spending a bundle to keep from having to offer super-expensive bikes to their customers. Frankly, the whole situation was a major scare to all of the European dirt bike manufacturers and enthusiasts, and we can all breathe a sigh of relief that things turned out the way they did.



World. At any rate, Dr. Augustine will be back next month with more good advice for the bruised and broken among us.

## VETRA Closes Down

The Vermont Trail Rider Association closed its doors on July 1. VETRA was a small group of dedicated trail riders working on trail access and trail riding issues in the state of Vermont. The official reason for the closing was stated in a message from Eric Edelstein, president of VETRA: "Due to lack of interest and cooperation by the State of Vermont, lack of participation from VETRA members and the inability of the current officers to find substitute officers and Board members, we have no option but to close down the first statewide ATV and Trailbike organization in Vermont."

We can sympathize with the VETRA members here at TR. We were involved in the original New Jersey Trails Conservancy, and tried to help improve the trail riding situation in this state, with very little success. This state, and any state very probably, has a chillingly effective way of stonewalling any group they don't want to deal with. They'll have meeting after meeting with you—however many you want—but as soon as you leave they go back to status quo. Which basically means they'll do nothing to help you, but they'll listen as long as you like.

We're fairly sure this is the kind of treatment VETRA received, and have the greatest sympathy for them. Political action is a tough business, and it's also nearly impossible to find members for your organization who are interested in it. VETRA will leave its Web site up for the time being, and if you want to get in touch with Eric you can do so through e-mail from the site. It's at [www.edelstein-tech.com/vetra/vetra.html](http://www.edelstein-tech.com/vetra/vetra.html).

## The Final Word

Stop the presses, we just read Shane Watts' secret to successful racing. You know who Watts is; he's the Australian who came over the beginning of this year and started racing the GNCC series, and cleaning up. He won four out of five GNCC events he entered, and though he destroyed one of his knees and is sitting them out

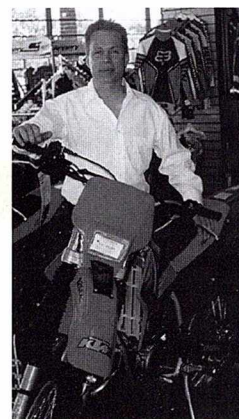
healing right now, he basically made all the rest of the GNCC regulars look downright silly. Yes, of course the Suzuki team is winning right now, but come on, Shane was beating them on a stock 125 KTM!

Anyway, Cycle News number 26 printed an interview with Watts by fellow Aussie Andrew Clubb, and though the whole article is fairly interesting, Watts' entire philosophy is summed up in one sentence, and we're going to quote it right now. Shane is talking about the other competitors on the GNCC, when he says, "...they tend to make excuses for losing—like they had to use stock forks at one round, or had a cold at another. There's never any excuse for losing."

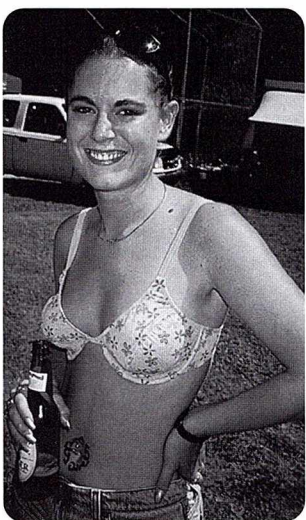
Remember that last sentence, ride fast and smooth, and you can take it to the bank.

## Kevin Hines Caught in the Act!

We received a spy picture in the mail the other day of Kevin Hines actually putting in eight hours of work. Ward of the state? No, he's actually managing Cycle Shack of Stafford, Texas, as a favor to the owner of the shop, cowboy singer Lyle Lovett. He's been jetting back and forth from Massachusetts to Houston, putting in hours at the Texas shop and keeping tabs on his successful E-Line/CRE Imports business back home. He was a National Enduro Champion for KTM, worked on testing and development for the company, and now he's a KTM dealer. Who'd a figured it? If you're traveling in the Houston area look him up and say howdy.



## ASPIRING RIDER CLUB



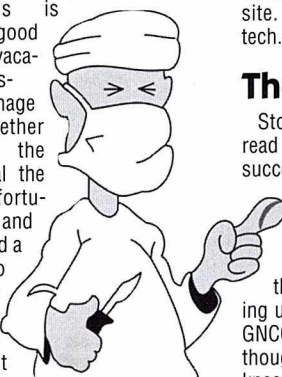
Stephanie is 21 years old, an enduro enthusiast, a member of Susquehanna Off Road Riders, and is itching to get a 125 KTM and start riding enduros. The line for potential sponsors forms on the right, right behind us....

## Magazine Shortage

We're still trying to get it all together here after the switch in ownership in June, and we're bound to still make a mistake here and there. Most recently, we ran way short of the August issue and as a result none of the Canadian or foreign subscribers received it. We also have no leftovers or back issues from August, so don't even ask. Sorry about that. We've bumped up all the affected subscriptions an extra month, and hope it doesn't happen again....

## The Doctor is Not In

Sharp-eyed readers will note that we don't have a Cycle Surgeon column this month. This is because the good doctor is on vacation, on a missionary pilgrimage to the nether regions of the globe, to heal the sick and unfortunate savages and make the world a better place to live. Or something like that. Chances are he just went to Disney



Shane Watts



## Cycle World International Motorcycle Shows

Want to go to a motorcycle show this year? Going to be out of town and hope that there's one in town while you're there? Here's the complete schedule for the Cycle World International Motorcycle Shows, sponsored by Toyota Trucks. The world's largest and oldest motorcycle consumer show series will millennium model motorcycles, scooters, ATVs, personal watercraft and accessories displayed

by original equipment manufacturers; performance products, clothing and after-market accessories available for on-site purchase. There will be a live performance feature by Team Extreme trials riders, product and vehicle giveaways, Toyota Tundra showcase area, and much more. Any questions? Call 800-331-5706 or [www.motorcycleshows.com](http://www.motorcycleshows.com). (Schedule subject to change)

### Dallas

November 19-21, 1999  
Dallas Convention Center  
650 South Griffin  
Dallas, TX 75202

### San Francisco

December 10-12, 1999  
San Mateo County Expo Center  
2495 South Delaware Street  
San Mateo, CA 94403

### Ohio

January 28-30, 2000  
IX Center  
6200 Riverside Drive  
Cleveland, OH 44135

### Daytona

March 8-12, 2000  
Daytona International Speedway  
1801 Speedway Boulevard  
Daytona Beach, FL 32015

### Southern California

November 26-28, 1999  
Long Beach Convention Center  
300 East Ocean Boulevard  
Long Beach, CA 90802

### St. Louis

January 14-16, 2000  
America's Center  
701 Convention Plaza  
St. Louis, MO 63101

### New York

February 4-6, 2000  
Jacob K. Javits Convention Center  
655 West 34th Street  
New York, NY 10001

### Atlanta

March 17-19, 2000  
Cobb Galleria  
Two Galleria Parkway  
Atlanta, GA 30339

### Seattle

December 3-5, 1999  
Washington State Exhibit Center  
Occidental Avenue South  
Seattle, WA 98104

### Philadelphia

January 21-23, 2000  
Philadelphia Convention Center  
1101 Arch Street  
Philadelphia, PA 19107-2299

### Chicago

February 11-13, 2000  
Rosemont Convention Center  
5555 North River Road  
Rosemont, IL 60018

### Minneapolis

March 24-26, 2000  
Minneapolis Convention Center  
1301 Second Avenue South  
Minneapolis, MN 55403

## Ride the Ammo

We've said it before, and we'll say it again right now. If you can make it up to northern New Hampshire on September 12th, take along your registered bike and ride the Ammonoosuc

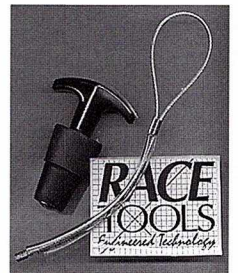
River turkey run. It is modestly billed as "110 miles of the best riding anywhere" and the Norumbega Trail Riders are being fairly accurate in that statement. It's not a difficult ride, there's single track trail, two-track, pavement, dry

powerline and muddy logging yards, good scenery, and although it's just a little early in the season you can imagine that the leaves are starting to turn. We've ridden it many times and have always enjoyed it thoroughly. The start is in North Haverhill ("Nawth Hay-vrill" to the locals) and the closest lodging is in Woodsville to the north. We recommend it highly, and you can call trail boss Steve Trainor (508-881-8423) or

club patriarch Ray Ellis (978-838-2224) if you want more information, or call the NETRA number (860-875-5757) for directions.

## Cadillac Accessories

Race Tools does not have a huge line of products they sell, but what they do have is first-rate. The peach is the Race Tools muffler plug, available in small or large sizes, to fit two strokes and four strokes, with a tough plastic handle and great rubber plug that seems to fit everything. Their brake saver is a simple piece of stainless cable, but spiced up with an abrasion-fighting plastic tubing cover and quality crimp connector. Ask for Race Tools gear at your dealer's, or call them at (716)529-3750 for more info.



## More Old Photos

A nostalgic collection, people, place and thing. Below, an unidentified rider on what one day was a trick, trick bike: a Honda MR175 with Fox Air Shox on the back. Clockwise from there: Jack Penton crosses a stream at a major event in the '70s—could have been a Berkshire Trial—on an early Penton 250 Hare Scrambler, much like the one owned by the publisher of this quality rag; and above, the most famous downtown street in off-road racing: Davis, West Virginia, on Father's Day 1981 for the Blackwater 100, The World's Toughest Race. It's been how many years now, and Father's Day just doesn't seem right without it.



## Back Problems Cut Short

When we went to output with the July issue, Dr. Augustine's Low Back Pain article got cut short by the computer. Readers have written in hoping we provided a cure in the obviously missing last paragraph, but I'm sad to say only a couple of words were cut off. The last sentence should have read: "Each low back problem is unique to that person and if you have one, see your spine doctor for the right treatment."

Sorry for the confusion, take a couple of aspirin and call the doctor in the morning.



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## Runs in the Family

Dear Mr. Popper:

Although I have never met you, I feel that I know you very well. Both my sons, Charlie and Josh, have spoken very highly of you and since I have much regard for their opinions, I have no reason to think you are not a "prince of a guy".

I read your magazine, Trail Blazer, every month. I especially enjoy the articles by Charlie and the articles about Charlie and the pictures of Charlie and Josh. The rest of the stuff you can stuff.

The purpose of this letter is to acquaint you with the Charlie we know and admire. This is precipitated by his self-effacing, modest article entitled "It Works For Food." In this writing he allowed as how he was not a mechanic but something of a buffoon when it comes to motorscooters. I most greatly disagree with him.

*"I read your magazine, Trail Blazer, every month. I especially enjoy the articles by Charlie and the articles about Charlie and the pictures of Charlie and Josh. The rest of the stuff you can stuff."*

He has always been a most creative and mechanical young (middle aged) man.

As a child he could always see multiple uses for any object he picked up. His playpen, I am convinced, was the first home of the WWF. He hurled Teddy Bears over the top, through the rungs, all the while screaming child-like obscenities at me while I tried to do my nails.

His stroller was a trick riders dream and his high chair a catapult for green peas. His first tricycle was painted black, as was every vehicle he controlled. Actually, the vehicles controlled him. A pair of pliers became a pinching bug with which he terrorized little brother Josh, up until last year when he realized that there was another job for pliers. An antique wheel chair became his first race car, hurdling down the hill with several kids holding on for fun or dear life.

After hearing about skateboards on the radio, and having never actually seen one he constructed his own. He used a 4x8 sheet of plywood (he didn't have a saw) and one roller skate. Only a very talented kid like Chuck could balance on a thing like that. Already he was showing the incredible talent that would take him to victories in the AMA.

Of course we can't forget the flat track bike he built from a bucket of parts. It was a gorgeous Bultaco of great imagination and little future. The business he founded (Bike in a Bucket) sort of floundered after a few minutes.

Our Charlie has traveled the world because of his unique abilities as craftsman and artist in many different fields. The greatest accolade that I can bestow is "He is the best mechanic in the family." All the family sends our best wishes to you and your continued publication of Trail Blazer.

With malice toward none,  
Shirley G. C. Williams  
Indianapolis USA

## Baja Plug

Trail Rider,

I recently had the good fortune to participate in one of Tim Morton's four day Baja trips. Tim said he knew you and I promised him that I would contact you and give him a plug. I don't know whether you have ever ridden Baja before, but Tim put together the ride of a

lifetime for me and four others, two bros from N.H., a guy from San Fran and Super Sarah Schilke, western advertising manager for AMA mag and probably the best looking and maybe the fastest woman rider I've ever had the pleasure to ride with. We rode from a KOA camp ground near Tecate down to Mike's Sky Ranch, then back up along the Pacific coast and back to Tecate, all the while riding the arrowed and marked Baja 500 race course that Tim raced the following weekend. What a total blast. I'm hooked and will be going back next year, hopefully this time with some riding buddies from around here now that they have heard about the trip. Anyway Tim would like to hear from you, e-mail him at [baja\\_bound@aol.com](mailto:baja_bound@aol.com).

See you at the races'

Tom Schanne

ex Medford Lakes resident

## Mag 4 Sale

Dear Trail Rider,

Let me tell you that I am thrilled to have gotten this latest issue and to read that Trail Rider is back to its roots. I've been a subscriber to your magazine for many, many years and I always look forward to receiving the next issue.

Unfortunately when Trail Rider was bought by Petersen Publishing I could see the writing on the wall. Trail Rider would soon become yet another "Dirt Bike/Rider"-like magazine and its Northeastern roots and events coverage would soon be lost. The change was gradual but the last magazine issue I got from Petersen already had that "Dirt Bike/Rider" feel to it, if you know what I mean. As soon as I took the July issue out of my mailbox I could tell something good had happened! I am glad to see that you went back to the original paper quality and format with this "new" Trail Rider issue.

Let me wish you and your crew the best of luck with the re-acquisition of your magazine and let's hope that you will continue publishing it for many more years to come. And please, don't get any foolish ideas like selling out to EMAP of London!

Thank you,  
Andreas Meyer  
via Internet

Okay, Andreas, you win—we won't change a thing, ever again. But, is it okay if we sell out to Time-Warner? If they come around calling, that is....

## Launch Date

Dear Trail Rider,

We all have our enthusiast publications, helping us to anchor our identities in these politically troubled times. The well-dressed young gal on the seat next to me on the bus was reading "Wine Spectator," wishing she was in the Mercedes one lane over. Me, I was

reading Trail Rider, wishing other things...like I was already in New York at the Guggenheim (Even at the museum, the British bikes oil-spotted their display stands).

Reading "Last Over" from September '98, your description of launching your bike reminded me a summer of exploring trail near the Union River on my Suzuki, with friend Dick Merrill on his KTM 600LC4. We'd had some difficult going through damaged tree limbs left by last winter's ice storms, and when Dick slowed to a crawl ahead of me I barely looked up. Then his bike cleared its throat and launched, anyhow eight feet straight up, leaving Dickie behind on the ground. It seems a twig had caught his throttle cable, snapping the flat slide WFO so fast it was scary, then hanging on until the little lead bead broke off the cable inside the slide, which finally allowed the carb slide to close and the bike to land. It looked just as you described it, rising up and up, doing a lazy arc-over. I too had never seen a bike so high in the air without a rider!

Thanks for the reminder.

Steve Palley  
Orono, ME

## Screwed Up Subs

Dear Trail Rider,

Hello. my name is Tom Tucker and I have been a subscriber to Trail Rider for a couple years, ever since you got Hertfelder! I received a little card in the mail telling me you wondered where I was. I mailed in my subscription payment on 3/22/99 and so I am a current subscriber. Why is there a problem?

Am I not on your rolls? If not, why? This mag seems to have some problems. PLEASE send my subscription. Any questions, reply to this e-mail.

Thank you,  
Tom Tucker  
via Internet



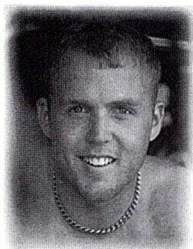
Well Tom, you are one of the many people we erroneously sent renewal cards to. It's complicated to explain, but we sent out cards to subscribers on an old list without checking that they were on the new list already, or something like that. Regardless, a good 500 or so people have received the cards and so far I think all of you have been kind enough to write or call us about it. Our reply is this: Everything is fine, yes, your subscription is still current, and no, you're not about to be pulled off the list. That is, unless you haven't received Trail Rider in quite some

time and you know you let your subscription lapse. And in that case you know who you are.

Once again, if you sent in a check for a subscription a long while ago and never saw anything for it, get in touch and we'll see if you're on the list with a bad address or whatever. If you're not on the list at all, there's nothing we can do unless you send us a copy of the canceled check that the former owners of the magazine have already cashed. If you never got a canceled check back, your subscription was lost in the mail or somewhere else, and you'll need to just re-subscribe as normal.

We are still processing subscription orders here that came into the old company as far back as April; and why they put them aside for so long is a mystery to us. We will catch up with all of them by the time this issue is mailed out, and then, hopefully, everything will get back to "normal" and all of us will be happy and content, subscribers and magazine providers alike. Thank you all very much for your patience. ↑





## Riding with Mike

by Mike Lafferty

# Trying to Figure It Out

The other day Clipper called and left a message to call him back. I knew what he wanted; to get together and figure out a riding tip for the next issue. Well, I called him back, and in the 95-degree weather we were suffering at the time we both agreed that the only riding tip we could offer anyone this time of year would be for wakeboarding or water skiing, and the only advice I have for anyone is do it often.

Our conversation—a talk between two people who really didn't want to work that day—covered all about racing, life, girls, skiing, and the biggest topic, why I've been riding like a spode this year. I told him I was trying to figure it out, and he muttered, "Maybe that's your problem." He listened to me whine about trying to beat the GNCC boys, doing bad at the Nationals, and then he started whining about his own problems. I actually listened a little, and I began to get it (I think). It sounds so simple: Everybody has good days and bad days. Whether you race a bike for a living or own a magazine. The difficult part—and it's a huge problem—is how you deal with all the bad things you think are happening to you.

I'll give you an example. At the most recent GNCC I woke up in the morning KNOWING I couldn't do anything wrong. I had a new bike, a year 2000 KTM, and it was hot. I was pumped to be riding a bike that everyone was gathering around, and I felt great. I got out in front at the start, diced with Fred Andrews for a bit, and then left him behind. I led the first three laps and felt like I was cruising slow. I even laid it down once or twice, and jumped back up and had no problem maintaining the lead. It was my day!

Then, on the third lap of five, my crew pulled me in for fuel. I'd only have to stop once, and no one else had stopped yet. It was a fast pit, but while I was there I watched Fred Andrews and Rodney Smith go by, and just that fast it took all the steam out of me. I didn't want to ride anymore. I went out and rode like a spode, made a lot of mistakes, and wound up finishing ninth overall.

Looking back now, it seems foolish. And you can see it as well as me—the guys that went by hadn't really passed me. They would have had to stop for gas on the next lap anyhow, and they did. I OWNED

having a good day accept it, enjoy it, howl with it, and don't let anything get between you and the fun of winning. I could ride that GNCC course that day like I had laid it out myself, and I had no excuse for blowing it. The mistake I made was letting one little thought kill all my enthusiasm. Lesson one: When you're having fun racing, don't think. Just enjoy. Your body and your brain are well conditioned, they know how to get your bike around the course just fine, so leave them alone and enjoy it, and win.

If you're having a bad day, well, that's a little

“When you're having fun racing, don't think. Just enjoy. Your body and your brain are well conditioned, they know how to get your bike around the course just fine, so leave them alone and enjoy it, and win.”

that course on that day, I was doing great. All I had to do was charge back out, stay within ten seconds or so of them, and then take my lead back when they went in to pit—if I didn't just catch up and pass them on the course. Instead, I let the sight of them going by mushroom into something way bigger than it really was, and at that moment they had beaten me.

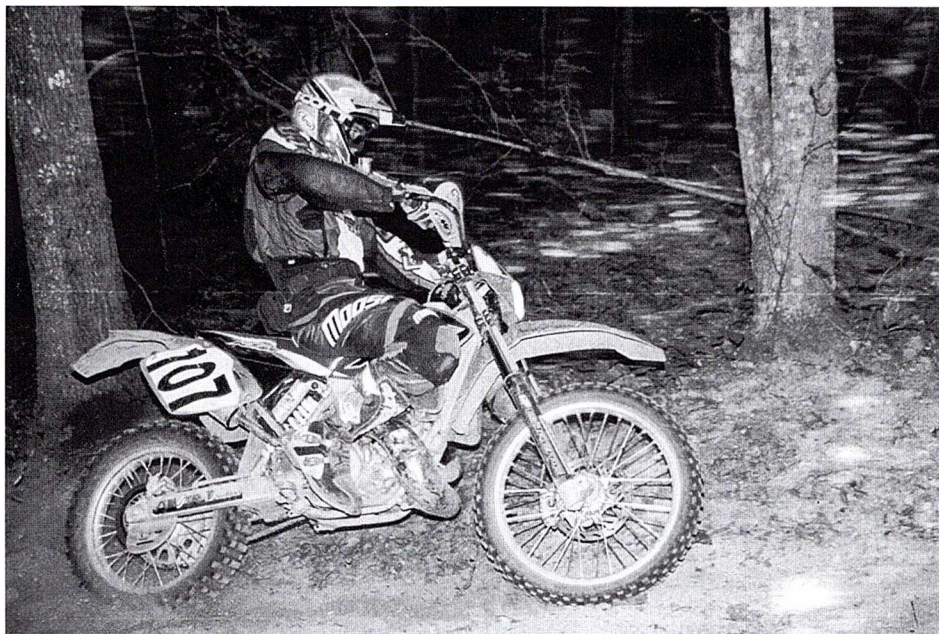
What's the tip, then? It's simple, and you've heard it a million times before: Everyone has good days and bad days, and that's all they are. If you're

more of a problem. Bike problems you can't usually do anything about, especially at a national. Losing a minute or two working on a bike on the course is going to kill your score, and it's a shame, but it's not your fault. If the bike is running fine, or well enough to get the job done, and you're still miserable about something, get above it, dude! Like I said, your body has been trained hard enough to know exactly how to get you to the finish line fast, just as long as you don't interfere with it. Get out of your funk, any way you can. Entertain yourself—remember that riding is fun, so do something fun. You see a ditch coming up? Jump it, or jump out of it. And then laugh about it. Do a long wheelie coming out of a turn, even if somebody isn't around to see it, and laugh about it. Look back at your own roost if you have to, but you see what I'm saying? You might think a whole day is bad, but if you start doing little things that are fun, and stop worrying about the whole day, you'll loosen up and relax a little, you'll start riding better, and your mood will change for the better.

I guess that's the point of the whole thing. It's just a mood, it's something bothering you that doesn't exist; imaginary demons. You know how to ride, and you've already proven to yourself that you know how to win in the past. Shake off the worries, do a wheelie, have some fun, relax, and win.

And now all I have to do is learn how to follow my own advice, and I'll be the guy beating you again!

*(Editor's note: After a few days of conversation and reflection on this subject, Mike wrote this column and then went off to win the overall at ECEA's Foggy Mountain enduro by a wide margin, and then repeat the trick the next weekend at the Minnesota round of the National Enduro series. He told us, "All I did is relax and have fun, and winning came easily!" It might work for us, too!)* ↑



A picture isn't necessary with this month's column, but I wanted to show you this shot Kenny King took at Loretta Lynns this year. It's for all your buddies who give you trouble about dragging your rear brake all the time...too bad you can't see it in color, but the reason my rear disc is so dark in this photo is because it's glowing cherry red. I finished third overall that day, in spite of all the excess heat....



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# STICKING LIKE GLUE

The World Trials champs come back to Rhode Island

By Paul Clipper

West Greenwich, RI 6/26-27

I suppose motocross is exciting to watch. Professional motocross. Especially if you have an intimate knowledge of what it takes to pilot a motorcycle. It isn't easy hitting all your lines just right, not crashing, going faster than everyone else. But really, everybody is going fast. That's a big part of what makes it exciting.

Enduro riding isn't very exciting. As a matter of fact, it's pretty much downright dull for anybody except the participants. It's fun to do, but watching it is a yawn, not to mention the fact that you never know what's going on. Is it dull because it's not as fast as motocross or flattracking? Nooo.... You don't need speed to make something exciting. We learned that again recently in Rhode Island. Or learned it again I should say.

Three years ago the World Trials championship came to this country's littlest state, and since it was the first time we had witnessed the observed trials world championship contenders, it blew our minds. Here were people practically crawling around on motorcycles and we couldn't get enough of it. This year they came around again, for two rounds—one in

Rhode Island the last week of June, and one in Watkins Glen, New York, on July 4th weekend. We didn't make it to Watkins Glen, but we did go to Rhody again, and it was still pretty cool. To us, it didn't have the impact of the first time we'd ever seen such a thing, but it was still very impressive.

Before we go any farther, though, we ought to explain what Observed Trials, or "trials riding," or just plain "trials" is all about. If you already know all this, just skip this paragraph. What happens in trials is the guys use a very specialized bike to ride over what it essentially a very short section of extremely difficult terrain, and the object is to not put your feet down or stop. The rules are somewhat more complicated than that, but that's it in a nutshell. The sections are never much more than a tenth of a mile long, but in Rhode Island they were riding over stuff most of us would consider impossible. If you put your foot on the ground it's call a "dab," and you lose a point for it. You can score a maximum of five points in a section, and after that you might as well have not bothered riding it at all, because a "five" is like losing. You can also score a five by falling over, getting stuck and stopping, leaning against a tree, and this year you could also score a five for not maintaining forward motion—the "no stopping" rule—or for rolling backwards.

You might be able to tell from the photos what I mean by "extremely difficult terrain," but I'll try to describe it anyhow. Picture anything in your way that you would automatically just go around if you were trail

riding. A cliff, a pile of huge rocks, an even bigger cliff, a rock wall four feet high. For the trials riders the sponsoring club takes all this impossible stuff, and then they ribbon it off so not only do you have to ride it, you have to take the most difficult way through it



From far left: Dougie Lampkin is the King, and planning to stay that way; another rider steps off of everybody's favorite Rhody section, "The Wall of Death;" everybody's favorite American trials riders, Geoff Aaron; and Brit Graham Jarvis steps down a ledge.



and not go outside of the tapes. It's not particularly fast riding, but the things these guys do are nearly superhuman.

Bits and pieces of sections come to mind—I can't remember one section in its entirety. Like, for example, starting off going down an off-camber slab of rock; off-camber to the





tune of about 45 degrees. Once you're well and truly on the angle, you have to make a left turn that is nearly 180 degrees and then scoot up ten feet up onto an angled ledge. This is just the START of the section, from there you have a good dozen other physics problems to solve. Like uneven stair-steps of stone, each three feet high, crossing your path at a severe angle. Or a huge boulder, five or six feet high with a straight-up face, blocking your path and your only choice is go over it—but once on top you have to turn 90-degrees to the right and jump back off. Or a solid-rock uphill, nearly a cliff, with huge gaps in it that you have to tra-

"The final mind-bender comes when you find out that the World Championship contenders, the guys from Europe and Japan, are worried that the sections might be too easy."

verse like switchbacks. Or, of course, the plain old vertical cliff.

There was one rock cliff section—or fragment of a section—that began with having to go down a 25-foot ledge tilted at an angle you couldn't possibly walk down. Something you'd rarely dare to ride down yourself. Then, at the bottom, they had to turn 180 degrees, and with about 12 feet of "run" at it, they all had to charge back up the cliff; a face so steep that their minds were hanging off the sides holding onto

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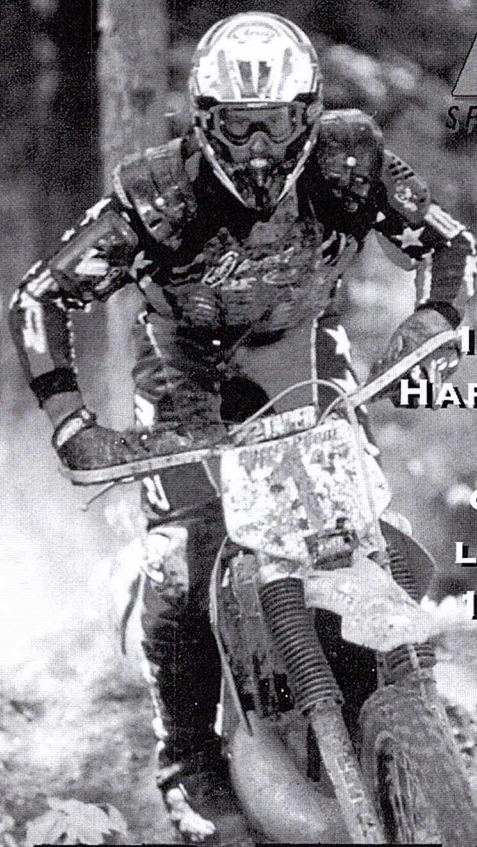
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# World Trials



## World Trials Round 7 Overall Finish (both days)

1. Dougie Lampkin	Beta
2. Kenichi Kuroyama	Beta
3. Marc Colomer	Montesa
4. Amos Bilbao	Montesa
5. Takahisa Fujinami	Honda
6. Steve Colley	Gas-Gas
7. Graham Jarvis	Bultaco
8. Bruno Camozzi	Gas-Gas
9. Albert Cabestany	Gas-Gas
10. Jordi Pascuet	Montesa
11. Marcel Justribo	Montesa
12. Marc Freixa	Gas-Gas
13. Jose-Manuel Alcaraz	Montesa
14. Joachim Hindren	Montesa
15. Diego Bosis	Montesa

thick ropes, waiting to catch their riders if they didn't make it. This section was called, of course, "The Wall of Death."

And the final mind-bender of all this comes when you talk around a little bit, and find out that the World Championship contenders, the guys from Europe and Japan, primarily, are worried that the sections might be too easy. It's true! They would walk the sections and examine the lines, and we thought they looked concerned because of the complexity of the sections. Instead, their main fear was that the sections were so easy that no one would drop any points—at least no one who mattered.

Unfortunately the riders who didn't matter were the North American riders—our guys and the Canadian riders are all in the same boat. Honestly, they are never exposed to a level of competition that the foreign riders take for granted. For example, there might be a half-dozen U.S. National Trials rounds in a year, while the Europeans can ride a serious national round in a variety of close countries every weekend. If you do something—anything—often enough, it has to get tougher or the sport just gets too easy for everyone. So while our guys are riding good trials events every now and then—and our riders are good at what they do—the Euros are learning how to sky-shot straight up vertical walls.

Everybody's favorite American trials rider, Geoff Aaron was there. Geoff admitted that he was there more because everybody would be upset if he wasn't, than any real competition reason. For all the reasons above. Geoff was joined by Ray Peters and Trevis Fox, riding for the USA. Peters was on a Gas-Gas, while Geoff rides a Beta. Fox was on one of the new Sherco Bultacos, which are very sweet looking and are said to weight something like 150 pounds. Canadians Ryon Bell and Derek Thomas rode Montesa and Bultaco, respectively, and Bell gave the best performance of any of the North Americans. He still finished well down in the running, but all the riders from this continent had a good attitude, figuring they were there to get some experience, have some fun and learn a lot about international competition.

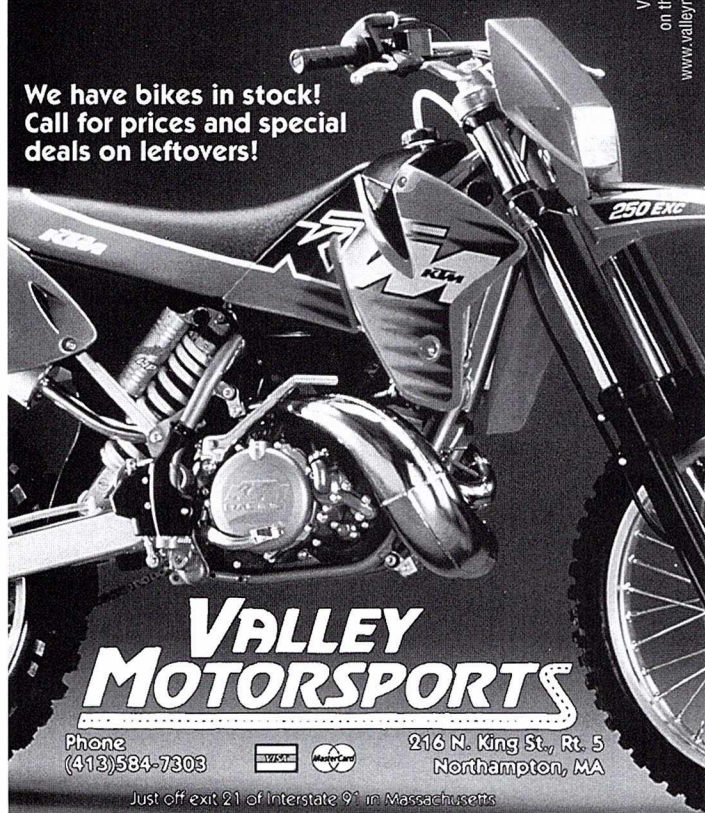
The real heavies, the guys worried about too many "cleans" or zero points in the sections, were in another world. Where Ryon Bell did his best and lost 114 points on the first day, overall winner of the event and

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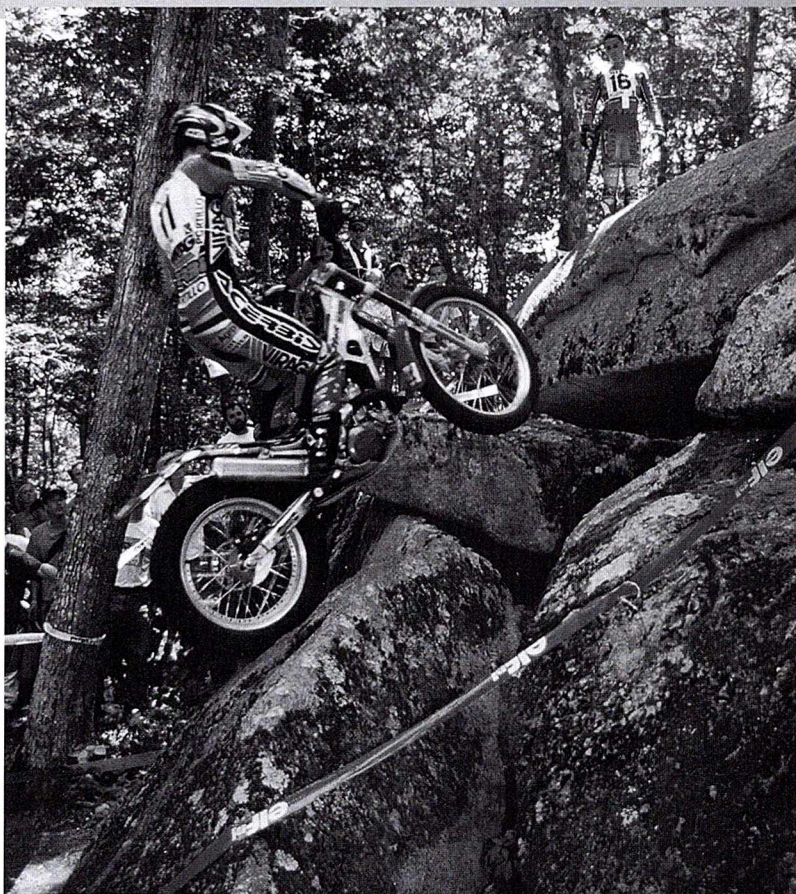
World Trials Champion Doug Lampkin dropped only four points. Lampkin's main competition comes from the World #2 rider, Spaniard Marc Colomer, who suffered a rotten day on Saturday and finished tenth with 25 points, and then came back to win the day on Sunday with a nine.

Watching these guys was just incredible. To see them clean section after section, while the North Americans and lower-tier riders were dabbing and "fiving" all over the place. Colomer never displays a hint of emotion; he has a stone-cold look on his face whether he beats a section or it beats him. Lampkin is not particularly a laugher either, although his expression does change now and then. Both of them can launch a motorcycle up and over the most incredible things...well, look at the pictures, and maybe you'll get a small idea. They hammered through fifteen sections each day, in heat that approached 97 degrees and threatened everyone with dehydration. It was hot, but it was still a great spectating opportunity and the Rhode Island Trials Club did a great job of putting it all together.

Lampkin went on from Rhode Island to the next World Trials round, in Watkins Glen, and won the second day there after finishing third on the first day. This gave him enough points to take home the world title with two more rounds to go in Europe. Maybe the Stateside rounds were a little east for a guy like Doug, but he after wrapping it all up he must have headed back to England with a big smile on his face.

It was a treat to watch. We've had U.S. rounds of the World Trials Championship here in Rhode Island a few times, and also in Watkins Glen and in Donner Pass, California. If it comes around to your neighborhood next year, make plans to go and watch. It is without a doubt the most amazing spectating you'll ever do. I know we sound like a broken record here, but seeing is believing—check these guys out! ↑

*Right: An "easy" section. The riders had to turn left and balance on that ledge behind his front wheel, then continue up 180 degrees to the right. Facing page: Spaniard Marc Colomer displays no emotion no matter what happens. This kind of concentration has won him the World Championship in the past.*



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LASER CUT



# ECEA MSR Enduro Series '99

# HARD ROCK

## Ridge Run Enduro

*Take no prisoners*

*by Paul Clipper*

**Round 8, Allamuchy, NJ 6/13**

I remember thinking it was going to be a good idea riding the Ridge Run. RORR turned out to be long and hard, and very, very hot, and not particularly fun, although it was a good enduro, and a good test. All my memories of Ridge consist of images of cool woods, wet from a recent rain. The trails, in the dream, are loam with big rocks here and there, and everybody is sitting down coming into the checkpoints.

Somewhere between dream and reality, things got a little kinked. Yes, it was cooler by the time Ridge came around; not a whole lot but it was at least better than the roasting we got at Reading. But no, it wasn't wet at the North Jersey Ridge Run. It hadn't rained before Ridge, and so far as we can tell it hasn't rained since, either. And the part about the trail with the Miracle Dirt and rocks spaced far enough apart to appeal to a gentleman rider like myself? Uh, hello? Telephone call for Mr. Herman?

Honestly...we can make fun here, but the Ridge guys do have some of the best trails in the east, as far as interest and challenge goes. The rolling trails around Allamuchy Mountain are just fine to ride, and Ridge's long, uphill rock two-track trail (the name escapes me, but if you've ridden there you know the place I'm talking about) is a spot that will tell you more about your suspension than any expert you might stumble across.

The only trouble with it, is the course is relentless. I rode it, I had fun finishing something close to last in

the A Senior class, but it was gnarly. "We weren't about to take any prisoners!" Jim Smith told me. Jim is the elder of the infamous Smith family—or ONE of the Smith families in the Ridge riders, the one that sired Drew and Chris Smith. (Did you know there are two Drew Smiths who ride in North Jersey? It can get confusing.) I can't remember a spot on the course that day that I could take my left hand off the handlebars for even a second. Except maybe at a reset, but I don't remember having much in the way of time available at the resets.

It was rough; we were hitting rocks about every six inches. I kept thinking, now would be a great time to

knew he was cartwheeling down the hill at a still rapid rate. "I stacked it up bad!" he told us from his van, looking a little dazed as he was leaving. "I smashed the pipe so flat against the frame rails the bike wouldn't even run."

"Dude, he destroyed that bike," said my buddy Milt, Fred's regular pit crew captain. Maybe Fred wasn't thinking he was defending his ECEA title, but he sure was thinking about winning Ridge again. Once the bike was wadded up he was done for the day.

He had some competition waiting in the wings, though. Even though the course was a serious pounding to some of us, the actual points-taking was done at just two checks, for the fast riders. Checks number 2 and 3 were all that mattered, the rest of the ride was just pin it and watch the clock. It was just tough enough for the A riders that they could ride at a good pace and hit the checks within their minute. Marc Grossman, Kawasaki rider from Diamond Motorsports in Delaware and former ECEA hare scrambles champ, must have felt good that morning. He busted out of the gate like a lime green race horse and smoked through the two checks that mattered, a pair of back-to-back checks in the morning loop that took three points and five points respectively from him, and Grossman's time turned out to be the fastest anybody went through.

AA rider Billy Atkinson came close. Atkinson, who rides a KTM for Matto Cycle, went 4-6 over the two checks, turning out to be the best of the AA riders. Most of the rest went 4-7, including Jack Lafferty Jr., Jeff Kirchner, and Michael Moore. Most of us mortals dropped far more points than that.

For Grossman, who rides in the Four Stroke A class, the rest of the contest was hustling along, not burning checks and getting into the next six controls within his minute. Same for the rest of the fast guys, and Grossman took his 8 points and brought home the overall with it.

Other notable rides of the day include Mark Marszalek's 14 point ride for High Point A. Mark,



*Jack Lafferty Jr. cranks it up a hill. Jack netted a first and a second AA at Ridge and SOuthern Tier, but couldn't grab the overall.*

pave these trails...I wonder if my forks are going up and down at all? It's not like there are a great number of nasty rock gardens you have to pick your way through, it's just long, rough and pounding. No stoppers to speak of. If you have the skill and the cajones you can go just as fast as you want on those trails, but something may reach up and bite you when you do. ECEA champ Fred Hoess found that out. He was on a mission the morning of Ridge—for a guy who swears he's not going to defend his enduro title in the ECEA, he sure does uncork it on the trail. Well, Fred was hammering down one trail and passed another rider maybe a little too quickly and the next thing he



*Marc Grossman grins like the cheshire cat right before he pulled off the overall at Ridge, his first of the season.*



*The ceremonial start at the Ridge Run, complete with unsheathed saber. Anyone for enduro-kebab?*



# SOUFFLÉ

## Rock and Roll Consort in the Northeastern Hills

who's been "retired" from the scene for a few years, came back strong and scored a 5-9 over the checks that mattered, winding up one point better than Al Switzer, riding the A Heavy class. Tom Glennon Jr. led the B riders home, with a 19 point score that was four points better than the rest. His closest competitor was Ed Dahr, riding in the B Four Stroke class. Glennon was riding a Yamaha in the B Veteran class.

The top C rider of the day was Mike Ufferfilge, who dropped 40 points on the way to the podium, his closest competition being Bob Limmer, who finished up with a 43. Jennifer Eyrich was the top and only Women class finisher, finishing the course with 191

points, and Masters rider Farrell Lord topped that class with a 33 (Masters, Women, and C riders were given a shorter course to ride).

It was hot and dusty, but the Ridge Riders did a great job, with a new starting area that we felt was more homey and traditional than the old start at Waterloo (maybe it was the cow manure?), and they get top points for having an excellent food concession on hand. Here's t a great ride, and the hopes that we'll be able to do it for years to come.

## Southern Tier Enduro

*One Hot Minute*  
By Steve Jamison

### Round 9, Fasset NY 6/27

**T**he title could infer an ad for a porno site or that we burned a check but it was neither. I rode to the event with Gerry Kitts in a pickup we almost had to push up the Poconos.

The Southern Tier guys put on one kick-ass event. I have some bitches but I'll get to that. I want to thank the guys at sign up for helping me to be able to ride with my buds. It made the day that much more enjoyable. Note to self: bribing the Saturday night tech guys with beer makes things go much smoother.

I certainly can't complain about arrowing. I think the Southern Tier guys have stock in the arrow company. This old guy managed to blow about eight major turns by not paying close enough attention when whipping down the two track. I was more or less following the orange dots as my contact lenses were so full of dust I could barely see. The ground was hard, dry, lubricated with a thin layer of dust, and covered with rocks. On two notable occasions I duffed it when my front end washed out like I hit a patch of ice. On one such excursion I wound up with a charlie horse from hell that haunted me all day.

I rode on minute 24 with Todd Quinn (A200), Carmen Tino (B250), and "Slimmy" (I confess, I don't know his real name, B4stk). Slimmy rides an XR600 that's seen better days and on several occasions I had a tough time shaking him. Todd is just "gone" and Carmen and I played tag all day.

The first loop was about 17 miles with nine resets. They kept you guessing the whole time. At one reset Carmen is hanging a hose when Todd says "30 seconds." Carmen isn't able to get the equipment in order and cards a one at the next check. (Heh, heh, I'm bummed for Carmen but I really did want to beat him.) In order to zero the check I was cruising a bit fast down this extremely rocky stream bed. I didn't wreck but it was "boney." Speed average wasn't horrendous and even a spode like me finished the loop with only ten emergency points. I was pretty pumped, having never zeroed an entire loop in my life.

At the second E-check I realize they mis-marked my card at the first E-check. Carmen and Todd are history and I'm asking in as many dialects as possible "Can I have a "P" next to check one?, Could you please put a "P" next to check one? At check one, I need a "P." No kidding this goes on for 45 seconds and the guy is looking at me like I have two heads. I was determined. Finally someone who speaks Jersey puts a "P" on my card. I ride off now realizing the error I made, I'm a full 1:15 late and I'm riding totally berzerk. If it weren't for an oddball half-mile reset Carmen would have gotten me back.

The second loop was only 15 miles with only two resets. Some of this stuff was scary fast. Maybe I'm a sissy, but ripping down single track with a steep



Gerry Kitts took a second A Light at Ridge, and a class win at Southern Tier.



Here's a dude who's on the gas! Dan Compton cranks it up while chasing the B Senior class.



Fred Hoess and daughter Brittany compare score cards with Kevin Bennett. Hoess zeroed the course at Southern Tier, but wadded his bike up at Ridge.



Bob Mohn is collecting good points with a first A200 at Ridge and a second at the New York event.



incline on one side while bashing over rocks tapped out in fourth gives me the willys. Things are a bit fuzzy, but I think this is the section I was begging for it to be over. The last couple miles I ran over my own tongue twice. I left loop two with six points but picked up another on Carmen when he tangled with a tree and rider on the "Technical Hill." Todd continues to embarrass us in spite of being up half the night having beers and conversation.

At the gas, Gerry's in a foul mood because he got lost and killed a minute getting back on the trail. Slimmy's got a roached clutch cable and almost has a coronary pushing the XR6 into the last check. I'm wondering how I'm going to keep it together long enough to finish the next 42 miles.

Lady Luck smiled on me. The last loop had a good deal of road and the section wasn't as brutal as loop 2. Carmen stayed just ahead of me and I managed to come in on the same minute at the only check that took points from us in the loop, so I figured my score wouldn't suffer too much.

Minute 24 kicked fanny. Todd Quinn got first A200 with a 5, Carmen Tino got first B250 with an 11 (eighth? B), your aging and exhausted pilot got first B-Open with a 9 (4.5, or 6 B we all had 9's.) Gerry Kitts beat Dan Nicoloff by E-points with a six card and took home the A125 first place trophy. We be bad!

Fred Hoess zeroed the course with only 40 E-points. I can't imagine timekeeping the whole day in that stuff. Whew! Jack Lafferty Jr. was close behind with a one I think.

The guy who owns the dairy farm we rode on should be Sainted or at least given honorary induction into the AMA Hall of Fame. The guys in the concession stand should figure out how to make more than a half-pound of pasta in a four gallon pot at a time. The check crews need to know what a protest is, how to

#### Ridge Run Enduro Class Results

Marc Grossman	Kaw 8
Mark Marszalek	Yam 14
Tom Glennon Jr.	Yam 19
Mike Ufferfilge	KTM 40
1. Bill Atkinson	KTM 10
2. Jack Lafferty Jr.	SUZ 11
3. Jeff Kirchner	KAW 11
4. Michael Moore	YAM 11
5. Dave Maco	SUZ 12
1. Joe Wallace	HON 20
2. Darrin Russel	HON 22
3. Stacey Clark	YAM 23
4. Jeff Botsford	27
5. Bill Geier	HON 53
1. Al Switzer	KTM 15
2. Mark Moyer	ATK 25
3. Mike Beeler	KTM 26
4. George English	KTM 27
5. Dean Spencer	KTM 31
1. Mike Sigety	G-G 19
2. Gerry Kitts	TM 22
3. Greg Davies	28
4. M. D. Spencer	YAM 34
5. Pat Emmons	YAM 34
1. Mark Hummel	HUS 18

2. Jamie Wright	YAM 21
3. Brian Russel	HON 22
4. Bob Solomon	KTM 22
5. Bill Gilbert	32
1. Bob Mohn	KAW 18
2. Paul Bitting	KAW 18
3. Joe Tavani	26
4. Jamie Theurkauf	KTM 50
1. M. Lagomarsino	19
2. W. Fontanazza	YAM 19
3. Steve Michalski	20
4. Cliff Tenney	KTM 28
5. K. Kuenzner	29
1. H. Stankiewicz	19
2. Scott Wolf	YAM 23
3. Jack Schwarz	KAW 31
4. Jack Lafferty Sr.	KTM 41
5. Jim Jenkins	KTM 49
1. Rich Moyer	ATK 20
2. Jim Günselman	YAM 23
3. Dan Garrison	KTM 24
4. Steve Aretz	HON 26
1. Ed Dahr	23
2. Chris Cull	32
3. Mark Schleeweis	HON 34
4. Chris Brown	HON 35
5. Kraig Baer	HON 50
1. Dan Day	ATK 32
2. Trevor Davies	KTM 36
3. Anthony Deo	KTM 39


4. Dave Walker	ATK 45
5. Craig Lambert	46
1. Alan Bopp	KTM 45
2. Tom Kiritis	62
3. Kim Plummer	69
4. Randy Loper	HON 109
1. Frank Messina	KAW 24
2. Chris Vecchione	KAW 24
3. Jim Shainline	YAM 26
4. John Hummel	YAM 29
5. Jason Campbell	YAM 30
1. Jeffrey Johns	KAW 25
2. R. Sowa	26
3. Brian Carden	35
4. D. Mansberger	KAW 39
5. Roy Harrell	KTM 50
1. James Devlin	YAM 27
2. Chris Wyckoff	HGB 30
3. Dan Compton	KTM 39
4. Michael James	G-G 43
5. George Bressler	KTM 44
1. Craig Burfield	YAM 27
2. Karl Lagus	79
3. Robin Smith	HGB 162
4. Tim Stibitz	KAW 264
1. James Aiello	KTM 24
2. DeWitt Harrell	KTM 30
3. John Kasper	SUZ 35
4. Todd Fenton	KTM 37
5. Dave Harner	KTM 49

1. Brandon Sigety	KAW 64
2. James Bartholomew	71
3. Paul Harris	82
4. David Swezey	SUZ 137
5. Gregory Battaglia	HON 159
1. Robert Limmer	43
2. Mike Kicinski	KTM 46
3. M. Christenson	55
4. Tom Halke	KTM 65
5. Robert Pyatak	TM 89
1. Allan Hughes	KTM 57
2. Chuck Potts	KTM 61
3. Rich Field	KAW 64
4. Mike Bliesath	KAW 77
5. Kyle Gatyas	YAM 79
1. John Hickey	KAW 63
2. Mark Fischer	SUZ 64
3. Pa Hickey	YAM 68
4. Erik Hansen	SUZ 102
5. Michael Graden	KAW 132
1. Mike O'Rourke	HON 63
2. Ernie Buel	KAW 69
3. Ron Shaw	KAW 75
4. Karl Pelech	KTM 95
5. Bob O'Reilly	YAM 96
1. Farrell Lord	KAW 33
2. Sal Crocavera	HUS 198
1. Jennifer Eyrich	KTM 191

write the letter "P," and understand that we are in a bit of a hurry to get out of there.

On a more sad note, some nit-wit stole the cash box with the club's post entry money in it. See Gerry, I'm

not an idiot for cable locking my bike while I'm asleep. Then again, who would want a six year old CR anyway? I am going to try to get the other ECEA clubs to help these guys out. If each club kicked in \$150 - \$200



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# Southern Tier Enduro

## Class Results

Fred Hoess Suz 0

## Grand Champion

Mark Hummel Hus 1

## High Point A

James Bowen Hon 5

## High Point B

Joe Cartwright Hon 20

## High Point C

## AA

1. Jack Lafferty Jr. Suz 1

2. Craig Shenigo KTM 2

3. Jeff Kirchner Kaw 2

4. Bill Atkinson KTK 2

5. Rich Lafferty KTM 3

## A 125

1. Gerry Kitts TM 6

2. Dan Nicoloff KTM 6

3. M Dean Spencer 9

4. Shawn McCarthy Gas 10

5. Craig Copeland KTM 22

## A 200

1. Todd Quinn KTM 5

2. Robert Mohn Kaw 6

3. Paul Bitting Kaw 7

4. Dave Mealing KTM 10

5. Jamie Theurkauf KTM 24

## A 250

1. Dave Faery Kaw 4

2. Jamie Wright Yam 5

3. Bob Soloman KTM 7

4. Brian Russell Hon 7

5. Bill Gilbert Yam 7

## A Four Stroke

1. Aaron Osburn Yam 4

2. Joe Wallace Hon 6

3. Jeff Botsford Yam 10

4. Peter Kief Hon 15

## A Open

1. Al Switzer KTM 6

2. Dean Spencer KTM 7

3. Tom Folkl Mai 8

4. Steve Guers KTM 16

5. Mark Moyer ATK 16

## A Senior

1. John Farrar Yam 3

2. Cliff Tenney KTM 7

3. Larry Barnes KTM 22

## A Super Senior

1. Scott Wolf Yam 11

2. Jack Lafferty Sr. KTM 15

3. J. Vanderberghe Suz 22

4. Bob Agonis Gas 24

5. Tom Phillip KTM 29

## A Veteran

1. David Santi Yam 2

2. Richard Moyer ATK 5

3. Jim Gunselman Yam 7

4. Craig Seeley KTM 7

5. Steve Aretz Hon 11

## B 125

1. Randy Loper Hon 14

2. Don Carper KTM 17

3. Tom Kiritsis TM 22

## B 200

1. Martin Sheffler Kaw 6

2. Randy Sowa Kaw 8

3. Jim Succowich KTM 9

4. Brian Carden KTM 9

5. Ryan McCarthy KTM 9

## B 250

1. Carmen Tino Kaw 11

2. Chris Vecchione 11

3. Jason Campbell Yam 11

4. Jim Shainline Yam 11

5. Jim King Suz 12

## B Four Stroke

1. Chris Crull Yam 17

2. Kraig Baer Hon 19

3. Newt Johncox Yam 21

## B Open

1. Steve Jamison Hon 9

2. Michael Sharp KTM 14

3. Eric Aaroe KTM 14

4. Trevor Davies KTM 15

5. Brian Wood Kaw 17

## B Senior

1. James Devlin Yam 14

2. George Bressler KTM 19

3. Michael James Gas 23

4. Kurt Ward KTM 25

5. Paul Mourar Kaw 29

## B Super Senior

1. Pete Calvet KTM 31

2. Jim Mitrowitz KTM 167

## B Veteran

1. Steve Bowman Hon 6

2. Jim Aiello KTM 11

3. Michael Johncox Suz 15

4. Todd Fenton KTM 18

5. R. Herrington Kaw 20

## C 200

1. Joe Volpe Kaw 25

2. Mike Bird Kaw 33

3. Olan Rose Kaw 36

4. Robert Lippert Kaw 48

5. Ronald Carper KTM 49

## C 250

1. Steve Mosher Hon 21

2. Joe Yilek KTM 29

3. Mark Conner KTM 31

4. Karl Wills Hon 31

5. Tim Vanhine KTM 81

## C Four Stroke

1. Chris Huston Kaw 36

2. Brian Hannaway Yam 36

3. Ron Antonacci Suz 37

4. James Heffron Hon 41

5. Jerry Silvis Hon 72

## C Open

1. Stephen Mitchell KTM 37

2. Troy Suggs Yam 69

## C Veteran

1. Jon Root 31

## Masters

1. Farrell Lord Kaw 17

2. Bill Osburn ATK 38

3. Jack Mitchell KTM 44

## Women

1. Lisa Furman Kaw 79

that would go a long way toward helping them out of a bad spot.

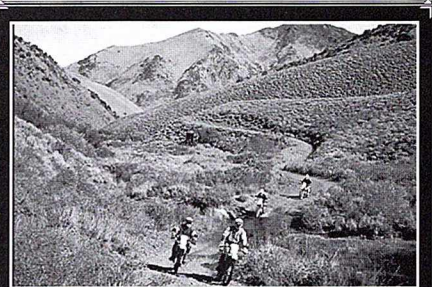
The Southern Tier guys were also at the trophy guy's place, helping the owner make the trophies because they wouldn't be ready otherwise. That is dedication and I think it should be rewarded.

Oh, and Gerry, I'm fabricating a guilded bike stand

(complete with Corinthian Columns) so I don't have to use a tie-down to your truck to hold my bike up.

Steve Jamison, RRM, aged CR270 pilot, future G-G 300 pilot

(Special thanks to Mr. Cirinelli; his training has allowed me to compete in these events.) ↑



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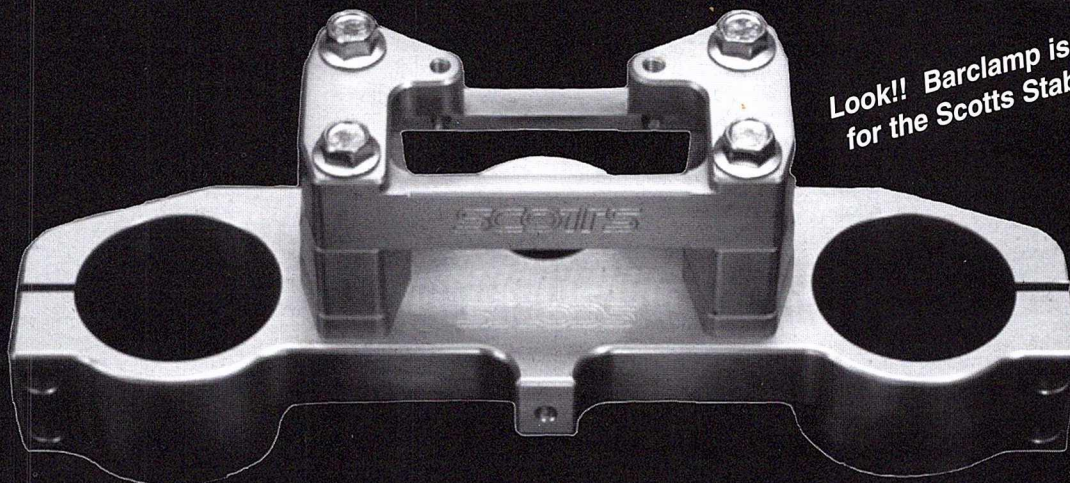
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# SEASON'S 1

## Battlefield Enduro

By Kenneth King

### Round 14, Olustee, Florida 5/2

**N**eeley racing's Jason Chancey claimed his 5th win by taking the overall in the 22nd running of the Battlefield enduro. Chancey came close to a perfect score, dropping just 3 points over the 70 mile race. "I had a pretty uneventful ride, what can I say? I just tried to be consistent and ride fast," said Chancey. Husaberg mounted Michael Grizzle on a 501 sneaked into the runner-up spot ahead of 250 A rider Steve Saunders. Both riders would tie with a five, but Grizzle had the better tie breaker. Saunders finished in the number three spot.

FTR enduro champion Ashley Brewer started out good, but DNFed before the day's end. Absent from the race roster was current SETRA champ Franklin Ramey and past champion Allen Gravitt. Ramey is recovering from a shoulder injury and Gravitt was getting over a trip to Italy. He went over to help with testing on the 2000 model KTM line up. Even with two of SETRA's top riders absent, the competition was still fierce.

The River City Dirt Riders hosted the event, held in



Past SETRA champ Allen Gravitt skipped the Battlefield, came out and took second in the Hillbilly.

Olustee, a small town just a few miles from Lake city, Florida. This was a co-sanctioned event with SETRA and the Florida Trail Riders (FTR). The course was typical Florida. Sand, palmettos, whoops and tight trails. Over the years, the trail boss has laid out the occasional "killer" enduro. This year's trail boss, Frank Erickson, was more kind to the riders and laid out what many thought was the best race in years. The trail was on the easy side most of the day, with the points-taking sections checking the riders in and out. Although a few of the check-outs had many riders questioning their placement.

Right off the start riders were greeted with tight trail. FTR enduro champ Ashley Brewer had a bit of a problem in the first few miles. "I crashed pretty hard and tweaked my bars good, I hit a root or something that was in a turn," said Brewer.

With fast jeep roads mixed in with trail, some burned either checks one or two. Check two was the one that caught the most off guard. After a reset it was on to the first good points-taker of the day. The check-in was at 24.4 miles and led to a good 10 miles of woods. The trail was mixed with the right amount of tight and fast stuff. Chancey poured on the gas and posted the fast time with a 1:38. "I just rode hard, and never had any trouble. I never even had trouble passing," said Chancey. Grizzle posted the next fastest time with a 2:29. "I had a little trouble getting around some riders, especially in the tight stuff. My bike was working perfect," said Grizzle. Brewer was next with a 2:38. "I rode good in the section. I think I rode some of the trail over. One rider said I passed him twice. I felt I had a good score until I came out. I know I rode better than a 2:38," said Brewer. Saunders came in with a 3:09. "I should have done better in that first points taker. I always start out slow, That's where I always get beat, in the start. I get arm pump really bad. I did have a lot of trouble passing. I would come up on some riders and they would not move. I know that cost me," said Saunders.

From there it was on to the main gas. The club gave the riders a good reset and plenty of time to catch their breath. The next check at 48 miles started a 12 mile section. Once again there were plenty of fire roads mixed in with the tight stuff to keep everyone watching their clocks. Many times during the section you could easily get behind a minute or two, only to make it up on the roads. "The check placement in the section after the gas could have been better. Most of them

were okay, but the scores would have been higher if they hadn't let you get back on time so much," said Grizzle. Saunders felt the same way. "You would work your butt off in a tight section, then come out on a road and make it back up."

What most complained about was several miles of road sections that had riders thinking they were in Baja. Brewer saw his day end with a seized top end. "I was disappointed today, I needed the win. I felt there should have been a check before the road sections. You wouldn't have to have gone wide open to make up time," said Brewer. Quite a few riders suffered bike seizures on the roads.

About one mile before the finish check, the trail got tight. Riders that were watching their time got caught off guard and lost time at the check. If they had checked the route sheet, they should have been able to tell where the final check was. Chancey and Saunders zeroed the check, Grizzle dropped a point. "I should have zeroed the last check. A rookie mistake cost me the race. It was a decent run. I had fun all day. I rode behind Suzy and Daryl Moody, a husband and wife who race together," said Grizzle (Suzy took first in the 200 C class). Chancey's win makes it possible for him to tie Ramey for the championship. All he has to do is win the final two rounds.

## Hillbilly Classic

### Round 16, Clanton, AL 5/30

**J**ason Chancey went head to head with the top SETRA riders as well as SETRA's best to claim the overall in the next to the last round of the SETRA series, the



Mike Grizzle dueled with Jason Chancey for the overall at the Battlefield, kept his Husaberg buzzing but had to settle for second at the end.



# END



Jason Chancey put on a last minute charge that could have won him the SETRA championship, but tire problems at Loretta Lynns left him a few points short. He did win overalls at Battlefield and Hillbilly.

Hillbilly Classic. Held in Clanton, Alabama, a small town just north of Montgomery, the race has been on the SETRA calendar for years, and it's always a good one. When you think of tough enduros in SETRA, all the Alabama races come to mind, and this one is always tight enough that if you get your bike in third gear, you have found a wide open section. The run was a co-sanctioned race with SERA, so the competition was stiff.

Chancey's main concern during the day wasn't from SERA but from right in his backyard, KTM's Allen Gravitt. Gravitt and Chancey swapped scores on and off during the 50 mile race, but Chancey got the better end of the tiebreakers by 13 seconds. Gravitt had to settle for second. SERA AA rider Stephen Reed pulled out a good run to catch the number three position.

The terrain in the area is a lot of rocks, roots and hills, plus the added bonus of some of the tightest trails you could ride. Promoter Edwin Petty always lays out a tough course. SERA races usually have several speed changes on the route sheet, but this year Petty kept things at a straight 24mph. And the times showed it. The sections were long and a good bit of it was ran again after the gas, to bring the actual mileage up to 50. All trail with no roads! AA rider Michael

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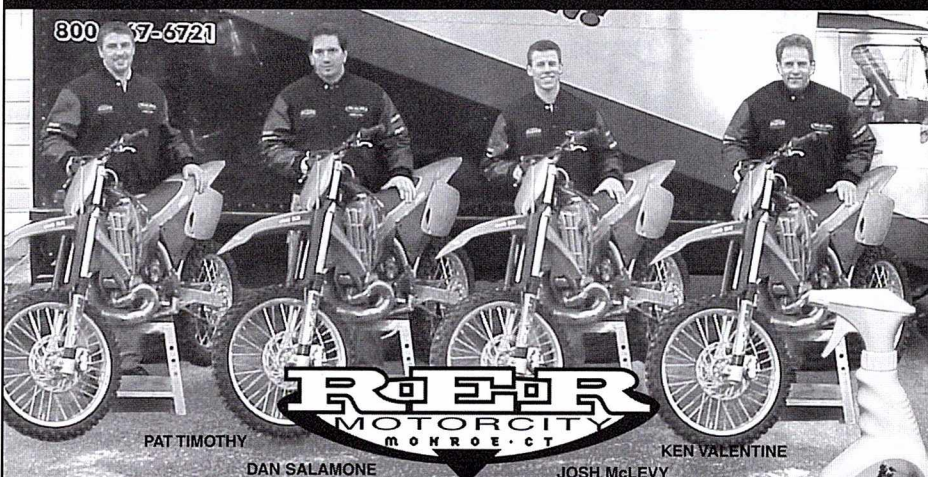
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Andy Dean was the top 200B rider at Florida's Battlefield Enduro, a ride the SETRA regulars were calling "the best Florida ride in years."

Grizzle described the race perfectly: "This was a real enduro, possibly the best this year. It was tight and technical and I don't think I rode down a road for longer than a couple of hundred feet, then it was back in the tight stuff. Plus the checks were placed spot on,

tight and technical. A good section, it was hard to get around riders in places," said Chancey. Gravit had some problems "I had something weird happen. I snipped a bush or tree and my visor cut a leaf that proceeded to stick to my goggle lens. I couldn't see

check 'em in, check 'em out, then you know who's the fastest."

Off the start, it was four miles of free time then to the first points taker. The section was six miles long and Chancey posted the fast time with a 3:50, followed by Gravit with a 4:09 then Michael Grizzle with 4:21 and Reed with 4:23. Gravit got off to his usual slow start. "Yeah, I had my usual slow first section. I had a lot of trouble getting around riders in the tight stuff."

There was a reset after, then the next section started at 24 miles. The trail would be the longest of the day at nine miles. Once again Chancey proved to be the quickest, with a time of 7:43. Gravit was close behind with 7:59, then Reed with 8:10 and Grizzle 8:36. "That section was

and when I reached to pull it off, I clipped a tree with my right side then bounced over and hit one with my left side hard. It popped my radiator off the frame and it took me a bit to get started."

The gas stop followed at 37 miles. Gravit spent most of his break trying to repair his radiator and managed to get most of it back together before the restart for the second half.

The first section after the gas also took the most points from the riders. Gravit's crash must have jumped started him, he was the fastest in the 6 miler, getting a point back on Chancey with a 4:42. Chancey wasn't far off, 13 seconds from a four with a 5:13, Reed was on the gas dropping a 5:29 and Grizzle was following close behind with 5:32.

Five miles of free time led to the fourth section; eight miles of trail, some of which was used in the first half. It was Gravit again with the fast time of 4:35. Grizzle had his Husaberg rolling for a 4:46, then Chancey just sneaking by with a 4:59, one flip shy of a 5. By now the temperature had eased up to the high 80's. There was some mud to be found here and there, but for most of the course it was dusty. The fifth and final section of the day was only 3.2 miles but tight enough to keep the AA's from staying on time. Both Chancey

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<b>Battlefield Enduro</b>	
<b>Class Results</b>	
<b>Overall</b>	
Jason Chancey	
<b>AA</b>	
1. Michael Grizzle	
<b>Open A</b>	
1. Mike Martin	
2. Steve Hardeman	
3. Joey Rowland	
<b>250 A</b>	
1. Steve Saunders	
2. Don Baxley	
3. Danny Barrett	
<b>200 A</b>	
1. Travis Hayes	
2. Ricky Dennis	
<b>Four Stroke A</b>	
1. Stan Ghannt	
2. David Kuka	
<b>Vet A</b>	
1. Johnny Simpkins	
2. Johnny McCoy	
3. Jeff Burchfield	
<b>Senior A</b>	
1. Mitch McRee	
2. Kevin Hodge	
3. Phil Ellis	
<b>Super Senior A</b>	
1. David Kuka	
2. Cliff Golby	
<b>Master A</b>	
1. Jim Ford	
2. Lloyd Widener	
<b>Open B</b>	
1. Eddie Royals	
2. Ted Lentz	
3. Chris Doran	
<b>250 B</b>	
1. Donnie Brewer	
2. Scott Byrd	
3. Mark Kelly	
<b>200 B</b>	
1. Andy Dean	
2. Wilson Cagle	
3. Robert Robinson	
<b>125 B</b>	
1. Maynard Patterson	
2. Kurt Eibell	
3. Jim Yoland	
<b>Four Stroke B</b>	
1. Nik Johnson	
2. Mike Shirley	
3. Jason Ghannt	
<b>Vet B</b>	
1. Ricky Jeffords	
2. Larry Boggs	
3. J.T. Gordy	
<b>Senior B</b>	
1. Kenneth King	
2. Frank Shoenbeck	
3. John Strange	
<b>Super Senior B</b>	
1. Lewis Smith	
2. Lane Sheppard	
3. Stuart Blanton	
<b>Master B</b>	
1. Bill Watkins	
2. Michael Thompson	
3. John Green	
<b>Open C</b>	
1. Ladd Sanders	
2. Scott Presnell	
3. Scott Fraser	
<b>250 C</b>	
1. Dave Edwards	
2. Kevin Green	
3. Richard Berrard	
<b>200 C</b>	
1. Suzy Moody	
2. Greg Darnell	
3. Mike Fraser	
<b>125 C</b>	
1. Jenni Lamb	
2. Dwayne Beaty	
<b>Four Stroke C</b>	
1. Allen Young	
2. Rob Mielke	
3. Aaron Major	
<b>Vet C</b>	
1. James Green	
2. Chris Ingle	
3. Lance Ott	
<b>Senior C</b>	
1. Cameron Smith	
2. James Hilburn	
3. John Futo	
<b>Super Senior C</b>	
1. Sonny Roberts	
2. Mike Hauptkorn	
3. William Thompson	
<b>Master C</b>	
1. Sam Shaw	
2. Ed Lanier	
3. Ed Weist	
<b>Golden Master</b>	
1. James Bransford	
2. Paul Richardson	
<b>Sportsman -light</b>	
1. Steve Bigos	



and Gravitt dropped a point. Grizzle and Reed dropped two.

When the scores were tallied, it was Chancey and Gravitt with a 20, Reed over Grizzle on tie breakers, both with a 23. Rounding out the top five was SERA rider Matt Joachim also with a 23. "It was a good race, I really didn't have that eventful of a ride, no problems all day. They do a good job over here," said Chancey. Gravitt also had similar feelings "It was a well ran race, nice and tight, just like I like them. It's tough getting beat by seconds though."

Top A rider honors for the day went to Jeff Harris in the four stroke class. Harris rode his Husaberg to a score of 25. Top B class honor went to Intermediate class winner Lee Nichols with a 29. Senior C rider

Mike Johnson put in a great ride to drop a 32 for the top spot in the C class.

Franklin Ramey III, the current SETRA champ, has missed the last few races to ride the Nationals. This gave Chancey an opportunity to catch the champ in the points chase. There is an opportunity for Chancey to tie Ramey if he can pull off a win in the final round at the Loretta Lynn Qualifier in Tennessee, the very next race in the schedule.

## Loretta Lynn National

**SETRA Final, Hurricane Mills TN 6/19-20**

**T**y Davis can add another championship to his already impressive list, this time the National Reliability Championship. Davis took the overall in the

two day Loretta Lynn National Enduro event, fighting off Team Kawasaki's Fred Andrews to do it. The two battled it out in both days of racing, Davis winning day one and Andrews day two. KTM's Mike Lafferty put in a consistent ride for third.

The event was held in the hills of Tennessee at Loretta Lynn's ranch. It is hosted by Racer Productions, creators of the GNCC series, and as expected they did a first class job. Trail boss Jeff Russell puts on a professional event; he knows what riders want and always puts them first.

The race was actually four races in one. Saturday's race was round 10 of the AMA National Enduro Series, Sunday's race was round 11 and also the final round of the SETRA series. Both days combined made the ISDE Qualifier for the letter of intent riders. It was also the last round in the Qualifier series and the winner of

### Hillbilly Classic

#### Class Results

##### Overall

Jason Chancey

##### AA

1. Allen Gravitt
2. Stephen Reed
3. Michael Grizzle

##### Open A

1. Kevin Hutchinson
2. Greg Peterson
3. Steve Hardeman

##### 250 A

1. Brian Hudson
2. Steve Saunders
3. Glenn Hollingshead

##### 200 A

1. David Crain
2. Travis Hayes
3. Colin Joachim

##### Intermediate A

1. Michael Barton
2. Jay Little
3. Robert Morris

##### Four Stroke A

1. Jeff Harris
2. Ben Weathers
3. Jim Parsons

##### Veteran A

1. Bennie Waldrop
2. Johnny McCoy
3. Greg Golden

##### Senior A

1. Mitch McRee
2. Gary Copeland
3. Gary Barr

##### Super Senior A

1. John Wade
2. Mike Shank
3. Johnny Borders

##### Master A

1. Robert Rocko
2. Barry Bordes
3. Ron Hale

##### 200 B

1. Wilson Cagle
2. Andy Dean
3. David DeKerlegand

##### 250 B

1. Blaine Williams
2. Chad Earl
3. Wes Vinyard

##### Open B

1. Chris Doran
2. Jammie Waite
3. Steve Taylor

##### Four Stroke B

1. Charlie Singley
2. Michael Fike
3. Andy Jelks

##### Intermediate B

1. Lee Nichols
2. Andrew Dressel
3. Danny Griffin

##### Veteran B

1. Barry Brazier

2. Jeff Gordy

3. Ken Potts

##### Senior B

1. John Harris

2. Steve Irwin

3. Mark Roberts

##### Super Senior B

1. Butch Rose

2. Richard Shipner

3. Ray Melton

##### Master B

1. Mike Thompson

2. Benny Weathers

3. Robert Williams

##### 200 C

1. Jeremiah Wheeler

2. Richard Barrett

3. Michael Fraser

##### 250 C

1. Kevin Green

2. Jason Brock

3. Mark ShROUT

##### Open C

1. Scott Presnell

2. Scott Fraser

3. John Fisher

##### Intermediate C

1. Glenn Green

2. David Summers

3. Kelly Ravman

##### Four Stroke C

1. Aaron Major

2. Allen Young

3. Darren Atchinson

##### Veteran C

1. Pooner Powell

2. John Wilson

3. Danny Hillard

##### Senior C

1. Mike Johnson

2. Steven Lewis

3. Cameron Smith

##### Super Senior C

1. Mike Lynn

2. William Durham

3. Benny Hamby

##### Master C

1. Mike Garrett

2. Paul McDonald

3. Bill Goldsby

##### Golden Master

1. James Bransford

2. Paul Richardson

3. Jim Armitage

##### Women

1. Jennifer Heath

2. Lisa Schildmeier

3. Ashley Pierce

##### Junior 100

1. Chris Wade

2. Shawn Fann

3. Daniel McKee

##### Junior Open

1. Ross Porter

2. Jeff Parke

3. Trey Cail



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Ty Davis took the overall and the championship title at Loretta Lynns, riding a two-stroke for a change.

it is crowned the Series Champion. Why, would you ask, is just the last round in a series the one that determines the champ, and not the rider with the best average of all the races? Jeff Russell explained it: "The AMA did it this way to try and get all the best riders together. The winner gets the championship." Did it work? For the most part, yes. Is it still strange? Yes. Most of the top riders were there, with the noticeable absence of all Team Suzuki's GNCC crew—Steve Hatch, Rodney Smith and Paul Edmondson. Edmondson was there, but just as a spectator, and he looked like he was itching to ride. Shane Watts was a no show due to his knee injury.

Saturday's race put the riders through their paces. With over 100 miles of riding and seven special test sections, it would make for a long day. The speed average between special tests was low, most riders

had plenty of time before the test. It was designed to wear you and your bike out more than keep you late.

Of the special terrain tests, one was an enduro test that consisted of a woods section about four miles long, of fast open trail. Second was a cross country section that was the most difficult of the tests. It was a very hilly pasture loaded with uphills, downhills and tricky off-cambers. Then there was the MX test. It was run on the Amateur National MX track, with some switchback woods at the end. Saturday's itinerary gave the riders two practice runs in each of the enduro tests. The fastest rider was timed in seconds, and those accumulated to make your final score.

Just like the Six Days, you were penalized for any late points you accrued, and letter of intent riders had their bikes impounded at the end of day one. The temperature on both days hovered in the high 80's with the added bonus of being very dusty and dry. The only water to be found were the creek crossings and the swimming pool at the campground. The terrain was rocky and the trails fast, with no real tight stuff to speak of.

Due to the rocks, most of the top riders ran foam inserts to avoid flats. Team Yamaha's Randy Hawkins was an exception, he prefers tubes. He also got four flats in the race.

Ty Davis and his YZ250 were just unstoppable on day one. He posted the fast time in five of the seven terrain tests. Hawkins managed to tie him in one cross country test, and KTM's Mike Lafferty beat him in the fourth enduro test. Probably the most consistent rider on Saturday besides Davis was Destry Abbott. He placed second in 3 of the tests, good for second overall. Fred Andrews was off his usual 250, what he rides in the GNCC's, and was riding a 125. He posted good scores but the highest he managed was a second in one of the enduro tests behind Lafferty.

Russell Pearson and Jim Jarrett both had great rides, both posting the second fastest time in an MX and cross country test. Hawkins was having a good day in spite of his multiple flats, until the last MX test that is. He rode over 100 miles only to have his bike quit during the final special test. He later found out his flywheel weight came off and damaged his ignition. Italian rider Luca Trussardi, riding on row one (no dust), posted some fast times. He managed a second in one test before the wheel bearings on his TM went

#### Loretta Lynn's ISDE Qualifier Top Ten Overall

##### Round 10, 6/19

1. Ty Davis	Hesperia, CA	YAM
2. Destry Abbott	Glendale, AZ	KAW
3. Fred Andrews	Salem, OH	KAW
4. Barry Hawk, Jr.	Smithfield, PA	YAM
5. Michael Lafferty	Millville, NJ	KTM
6. Jim Jarrett	Minerva, OH	KAW
7. Jason Raines	Belfair, WA	KAW
8. Russell Pearson	Las Vegas, NV	KTM
9. Brian Garrahan	Boulder Creek, CA	KTM
10. David Lykke	Bellingham, WA	YAM

##### Round 11, 6/20

1. Fred Andrews	Salem, OH	KAW
2. Ty Davis	Hesperia, CA	YAM
3. Michael Lafferty	Millville, NJ	KTM
4. Barry Hawk, Jr.	Smithfield, PA	YAM
5. Jim Jarrett	Minerva, OH	KAW
6. Russell Pearson	Las Vegas, NV	KTM
7. Destry Abbott	Glendale, AZ	KAW
8. Jason Raines	Belfair, WA	KAW
9. David Lykke	Bellingham, WA	YAM
10. Jason Dahners	Redmond, WA	KTM

south and he struggled through the day. He managed to impound and ride day two.

The impound was full on Sunday morning as riders waited for their minute to come up. Each rider had 15 minutes to do whatever was needed, mainly change the rear tire and put in a clean air filter. The rocks in Tennessee can destroy a knobby. Some of the tires were just a carcass with only side knobs on it.

Russell had decided to give everyone a break due to the heat and dust, and reduced the mileage to 70. This was brought to the attention of the AMA (A national must have at least 85 miles) and Russell had to bump up the mileage to almost 90.

Sunday was more or less a Davis/Andrews shoot out. Both riders won three special tests each. Trussardi pulled off a win in the cross country test number seven. When the scores were added, Andrews came out on top by 28 seconds. He built a sizable lead over Davis with a 26 second win in one of the enduro tests. It came late and Davis just couldn't make the time back.

After a full day of riding, riders lined their bikes on the field to race the final moto. The track had been watered most of the day, but it was still so dry the AMA rep canceled the moto for safety reasons. It would have been fun to watch the top guys mix it up on the Amateur National track, but not if it meant a dangerous situation for the riders. Barry Hawk finished out both days with a solid fourth overall. I guess since Watts is out with his knee injury, his mechanic Stephen Kuckzo just got bored and decided to race a little. He rode the 125 LOI and finished a fourth in class.

On the SETRA side of things. Jason Chancey showed up ready to take on Hawkins and Gravitt. He had a chance to tie Franklin Ramey III (out with a knee injury) for the championship, but he needed overall SETRA points. It just wasn't to be. Trouble with rocks cost him a couple of flats and kept him from his goal. He put in solid special test times but when his tire came off the rim during the final test, it was all he could do to finish. He would have to settle for fourth.

Hawkins received top SETRA honors with KTM's Allen Gravitt getting second, and Doug Masencup third. Gravitt rode on row 47, the farthest back he's been in years.

So for the third year in a row Ramey retains his SETRA enduro crown. Chancey gets second and top AA, with Gravitt ending the year in third. Gravitt did pull out a win for the championship over Hawkins in the hare scrambles series. ★

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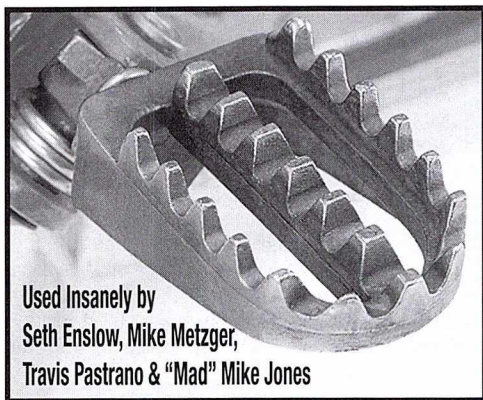


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# WATCHDOG 2000

A new electronic timekeeping instrument joins the market

**W**e received a new timekeeping machine a couple of months ago, and have had the opportunity to use it in at least one enduro. This new instrument is known as the Watchdog 2000, and it is the brainchild of Dugas Engineering in New England (11 Timberline Drive, Mansfield MA 02048; (508)337-3132, or

watchdog2k@aol.com). Physically the Watchdog fits right between its competitors, being a little bigger than the older ICO Pro 3 and similar instruments, and smaller than the Pacemaker and the Checkmate.

The unit we have here measures 4 5/8 inches wide by 1 3/4 inches deep, and three quarters of an inch high. It's a small unit, for what it does, and mounting was fairly simple. Two un-drilled brackets are supplied and designed for mounting over the handlebar clamps. We used a couple of aluminum spacers we had laying around, and replaced two of the handlebar mounting bolts with something longer, winding up with a very solid mounting below the crossbar. It was very well protected down there, and still very visible.

The unit is controlled by a remote thumb switch with three buttons on it. Each of the buttons are raised somewhat, and produce a "click" that you can feel, at least when you're sitting quietly and programming the unit. Along with the Watchdog comes a kit with a pick-up sensor designed to thread into a 5/16 X 24 threaded hole, or a non-threaded hole if you use both nuts provided. Also supplied is a tiny yet fiercely strong ceramic magnet, along with instructions on how to epoxy the magnet into the brake disc.

Programming the Watchdog is simple. You scroll through with the arrow keys until you find the function you want, then hit the "main" button. You select between the variables with the arrow buttons and accept choices with the main button. Do it once and it's easy. You enter your resets, speed changes and layovers separately, and if the enduro has a jump back to zero mileage at the halfway point, you enter that as a reset. You can also enter your tire size so your computer runs as accurate as it can.

Where the Watchdog differs from most other computers is obvious when you've finishing up programming it. You have to enter the race start time (say, 8:00), and then your riding minute (if you're starting on 12, that's what you enter). Before you leave, you find the key time clock and enter key time to the second. Once key time is entered the Watchdog starts counting down to your start time, no matter if you enter the key time the night before (not a good habit to get into). The nice part about this feature is you always have a reference to how much time you have before the start, a question that most enduro riders ask at least a dozen times before it's time to go. If you prefer to do without all this, or can't think that far ahead, you can also

start it right on the line by entering a key time of zero.

Other menu choices of note are "see resets" and "see speeds," which allow you to page through the speed changes and resets you entered to make sure they're all correct. The commands "clear speeds" and "clear resets" do just that. The "race info" choice shows you your highest speed recorded and total ground miles, and the "verify to" command allows you to entered a mileage and have the machine kick back the calculated time at that point, which is handy for guaranteeing your programming is right. The Watchdog will handle the two common rule types in this neck of the woods—AMA rules; and New England Interval rules, better known as Brand-X.

Once everything is entered, you hustle up to the line. If everything is entered correctly you should see the Watchdog count down to zero just as they flag you off the line, and then you just watch your timekeeping. Because of the smaller size of the Watchdog display, there is a limit to what you can see at one time. In anticipation of that, Dugas Engineering gave the unit a dual display, dubbed the MinuteMinder and the MileMinder. As long as you're within your minute, the Watchdog display shows three sets of digits. To the left side is a readout showing you the distance in hundredths to the next whole minute. Interesting to note that this is not a display of the next "possible" check location, it's a countdown to the next whole minute. Some of us here question it's usefulness, but some other riders we've shown it to think it's great.

In the middle is the computed time or "differential" time, the time you should be "at." So, if you're on the top of your minute, the display says "00." If you're 30 seconds into your minute, the display will read "30."



*If you're within your minute, this is what you see: the MinuteMinder—distance to next whole minute, your differential time, and keytime seconds, L to R.*



*When you're over a minute early or late, you see the MileMinder—odometer and diff time.*



*The type of display Watchdog uses forces some strange combinations to make up letters, but you get used to it. This is where you program your resets.*



*The programming process is simple. Hit the main button at Reset and it asks you for the start mileage of the reset, put it in using the up and down buttons.*



*Then hit the main and it asks for the second half of the reset. Speed changes are entered the same way.*



*The Watchdog comes in a kit with the main unit, a plug-in wheel sensor, mounting hardware and a tiny ceramic magnet.*

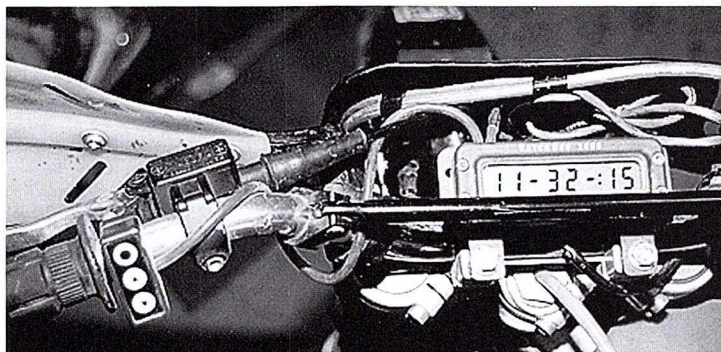


To the right is a key time clock, reading out in seconds. That's what the MinuteMinder looks like.

If you're more than one minute early or late, the display changes to the MileMinder. This display only has two sets of digits showing, the one on the left is your odometer mileage, and on the right is your diff time. In either display, you adjust your mileage by hitting the up or down button. Also in either display, if you hit the "main" button your display switches to an odometer on the left and a speedometer on the right, and if you bump the main one more time it changes to a key time clock only. Hitting the main again takes you back to the race display. If you're early, the diff time display flashes, and if you're late it's on steady.

While you're in race mode, you can pull a few other tricks. By pressing and holding the main button, you roll through three more possible functions—tiresize, clock, and calculated distance. In the tiresize mode, you can adjust your tire size. This is useful for correcting a persistent odometer error. In clock mode, you can change the setting of the key time clock, in case you screwed it up somehow. Calculated distance is an interesting mode, since it's the same as the old enduro "comparator" mode popularized on the original ICO timekeeping machines. In this mode you match a calculated distance to either a backup odometer on your bike, or to the mile markers on the course. This mode can save the day if you shear your magnet off during an enduro, or tear the sensor wires loose.

There are other features built into the Watchdog that you may never see or get to use, but they're useful



*The Watchdog, ready to go. We like the way the unit is mounted to the handlebar clamp bolts, since you can use Pro Tapers if you like, and on a standard bar the computer is protected below the crossbar, as it is here.*

just the same. One very interesting one is Race Recovery mode. Basically, if you crash hard and lose battery contact for some reason or another, the unit will recover and display "keytime:," prompting you to enter the key time from your wristwatch or backup clock. The Watchdog is smart enough to store your time and mileage every 60 seconds, so it will then advance to that key time point in the race and enter the closest mileage it has recorded. All you need to do then is correct the mileage and you're back in business.

For Brand-X rules, the use of the Watchdog is only slightly different. When you enter your minute at the beginning of programming, you can select between AMA and "NEI" rules, and then set your start minute. Then, in Brand-X, when you come into a check you hit the main button once. The display changes to "min 012" or whatever your minute number was. Change it with the arrow buttons to the new minute, hit the main

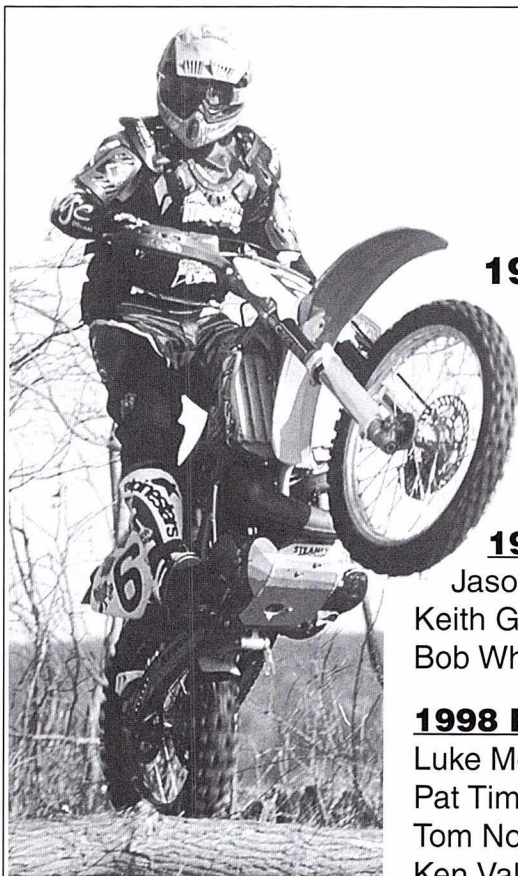
and your timekeeping is back on top.

The Watchdog is also very stingy with battery power. Every time you turn it on it shows a battery check screen. "98" means the battery is full, and the range is from 98 down to zero. When the display says "0" the instruction book says it's time to replace the two button batteries. We put our batteries in two months ago, used it in one enduro, a couple of trail rides and played with the unit on a table a number of times, and it still says "98" or "96" every time we start it up. The owner's manual suggests that the batteries might last four months, and that looks pretty accurate to us.

What do we think of the Watchdog?

Well, it looks good. We have to admit that we have most of our experience with the Pacemaker, and right away you'll find that the multi-segmented display of the Pacemaker is easier to read when programming. The Watchdog uses a less expensive display that, when showing something other than numbers it has to use funky combinations to approximate letters. This is only a big deal the first time you look at it, since after programming it once you understand right away what it's trying to tell you.

Aside from that it's a compact, tough little piece of gear that does a pretty impressive job of keeping you on your minute, and the price is very competitive at \$269.95. It may not be enough for riders who want all three critical pieces of information in front of them at all times (odo, clock and diff time), but if you've always lusted for a timekeeping computer that was smaller than the average and still gets you to the finish on time, this is it. ↑



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# ON A ROLL!

## Somers Run Enduro

By Joe McLaughlin, photos by Mark Baer

### Round 4, Somers CT 6/13

**H**ans Neff has been on a roll lately, taking the overall at three out of the first four events in the 1999 NETRA Enduro Series. Riding essentially

lending ride. The event was held in memory of Bud Peck, a CT Rams member since the 1960's who passed away last fall. Bud was a New England icon during his prime, claiming championships in both enduro and trials riding at different points in his riding career. "When Bud ran the event, it used to be a lot longer and a lot tougher than the New England Championship has been recently, so we decided to make it a bit more like Bud would have liked it," said Gary.

The nearly 100 mile event started off in the traditional manner that the NE Championship has used, with a short, un-timed section to a farm. From there, the throttle received a healthy workout twisting through the combination of tight single track and fast double track trail, which led up to the "grass track" section. The grass track consisted of a fairly quick trail weaving in and out of the woods and into some very tall grass. Neff and KTM/Razee/C-Cycle's Jason Cayer posted the fastest times through the eight mile section, dropping 3 points each.

A tar road section led to a check-in that only caught a handful of riders hot. The section following was a fast and rocky 8.5 mile jaunt through the State Forest. Neff smoked the entire field, dropping 1:35 in the emergency section, followed by Cayer's 2:12, and KTM/Razee/Moose's Peter Tanner with 2:35.

Another check-in, and on to a section known as "The Cut." It's a short section with a rocky uphill, followed by a trail that winds in and out of a pine forest along a railroad bed. Neff, Yamaha's Jerry Madore, Cayer, and Tanner set the pace, dropping 3 points apiece, while Rick Claxton and Tech Tube's Bob White cruised into the gas available with 4 points dropped in the seven mile section.

Several miles of easy-going trail, and another check-in was zeroed by most riders before heading into Martin Michalec's farm, the club's hare scrambles loop. The club put a considerable amount of effort into smoothing out this loop, which is notorious for its rough, whooped-out terrain. The whoops had been smoothed over by a bulldozer, so the pace was fairly quick. Once again, Neff blasted through on top, dropping only 2. Madore was second fastest with a 3, followed by several 4's.

After a break for the gas stop, five miles of free territory brought everyone to a Known Control. A slightly rocky, but very fast-paced eight mile section was zeroed by Neff, Jim Mitchell, Cayer and

## Hans Neff is Hammering the Enduro Series

Madore, followed by the one-point cards of Claxton, Tanner and White.

Another rocky but very fast section was sandwiched between two tar and woods-road transfer sections that were easily zeroed by Claxton, Husqvarna/WER's James Kelly, Neff and Tanner. From there the course tightened up a bit, and traversed through the tight and rocky "Black & Blue" section. This section is famous for its rock garden that always manages to catch a fair share of unfortunate souls.

Neff's 2 was matched by Madore and White, but no one could come close to the day that Hans had put together for himself. "I've been training and riding a lot this year," stated Neff. "I just set my own pace all day, and rode by myself. I rode the entire day like every second counted and was able to stay real smooth." Real smooth indeed, since the nearest competitor was 5 points behind.

On a side note, Hans has been participating on the National Youth OHV Vision Team, a group of 14 youths across the country. The group was hand-picked in 1995 to enforce the use of quiet bikes and to promote safety awareness and a positive, family-oriented image for the sport. The team is meeting in Washington, D.C. for 10 days in July to discuss their progress. Hans would like to thank all of



Hans Neff seems to be unstoppable this year. His overall at Somers is his third this season, out of four events so far.

in his back yard, Neff smoked the rest of the field at the Connecticut Rams and Ramblers Somers Run enduro, dropping only 11 points during a rather warm and muggy Sunday in New England. "It was nice to be out in front, out of the dust all day," said Neff. "I put together a really stellar ride, just got into a perfect groove and never went down all day."

Approximately 120 riders came to ride what had traditionally been one of the easier events in the NETRA series. Rather than sticking to the usual short, fast, C rider friendly course, co-Trail Bosses Gary Shiesl and Jeff Fluckiger instead opted to put together a much longer, and somewhat more chal-



Pete Tanner cranking it. His was a noble effort, but it only netted him second place points in the AA class.



his sponsors for supporting his racing efforts and his participation on the NYOHV Vision Team. They include: Bullet Proof Products, Cycle Gear, EBC, E-Line, Excel rims, Factor Connection, FMF, Kellner's, KTM, Moose, Moto Tassinari, Razee, Tech Tubes, Torco and VP Fuels.

Scoring was relatively quick and trophies were passed out by 5:00, after a long muggy day in the saddle. Jim Mitchell's 17 point score earned him High Point A honors, while Mike Carpenito was the



Dawn Silvia took another Women's class win at Somers. Is she having fun? You can see that smile right through her helmet.



Doug Douchette in full race face. It paid off with a win in the B Bantam class.

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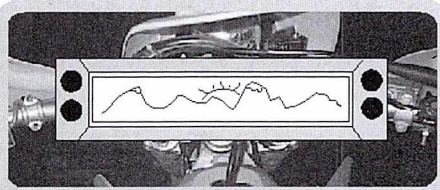


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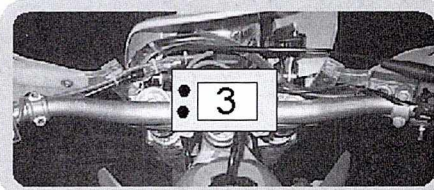


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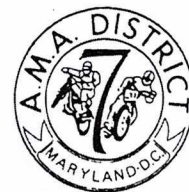




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**INFORMATION:** Call Gerald Stake before 6:00 p.m. - (717) 245-0353

**REGISTRATION:** At Big Flat Saturday 2:00 - 7:00 p.m. and Sunday 6:00 a.m.

**REQUIREMENTS:** All riders must be a minimum of 16 years of age, have a valid motorcycle license, registration and license plate. The motorcycle must be street legal and fitted with a securely attached muffler. The motorcycle must pass Tech Inspection prior to riding event Sunday. AMA card and ECEA accreditation required. Riders possessing neither ECEA license or valid NETRA license, must check "C" class on entry form and will be required to take an ECEA test. Testing will be conducted at registration on Saturday, September 11 and the day of the Enduro. ECEA written test is free of charge. Above requirements **must** be met or you **ABSOLUTELY WILL NOT RIDE!**

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## NETRA/Moose Offroad Hare Scrambles Series

# HOT FLASH

### Connecticut State

By Cheri Alix

#### Round 5, Union, CT 6/27

Union Connecticut hosted the fifth round of the NETRA series. This event would have marked the half way point of this year's hare scramble season but with several new events being added over the summer, it's only the beginning.

The races got underway in the usual fashion with the Juniors starting off first. The riders lined up Blackwater style, with five second intervals between lines. The first row took off in a cloud of dust. Visibility was zero for the second line of riders. The dry spring and even drier month of June left the track completely barren. Even the waterhole was dried up to little more than a large puddle. The weather conditions had no intention of improving, not even a possible thunderstorm was in the forecast for the day. Only very hot and humid weather.

With conditions like this, it always comes down to getting a good start and that's just what Robert Langenback did. Hammering it right off the line, Langenback moved himself out in front of the dust. Langenback put thirty seconds a lap on second place William Rowe, taking the win by two minutes. Third place Scott DeCosta took his trophy down another two minutes. In the Mini class, it was another runaway win. But this time it was Sean Mullaney taking the class win, leaving Tim Langenback to settle for second.

Heidi Landon and Dawn Silvia were the only two women to complete all four laps of the event. Landon

took the overall with Silvia taking second, back just over five minutes.

The closest race of the day was in the Novice class. The riders ran five laps of the six mile course in just over one hour forty minutes. It was a three way battle between Pacheco, Dean Young and Terrell. Pacheco took the Novice Highpoint by one second. Young settled for first place in the 250 class, with Terrell taking second place down just four more seconds.

By the time the Experts and Amateurs hit the track, it was oppressively hot and humid. The front line consisted of only two rid-



*Clockwise from left: Pat Timothy scored the overall at Union, Mini rider Sean Mullaney was the overall Mini rider there, two number ones at Vermont—overall winner Doug Blackwell leads Timothy right off the start, and Yamaha pilot Robert Langenback was the top Junior at Union*

ers; RER Motor City, KTM, C-Cycle, MSR, Arai, Pirelli, Dunlop, Regina, Spectro-backed Patrick Timothy, and Putnam, Clarkie's, Thor-sponsored Luke McNeil. Josh McLevy, Brian Lawson, Jess Berthiaume and Ken Law were on the second line. When the flag dropped it was McNeil off the start taking the inside line. But Timothy grabbed a handful and went outside for the lead.

"When Timothy passed me," said McNeil, "I couldn't see a foot in front of me. The berms were nothing but silt."

The dust was only worse for the second line. This was a great advantage to Timothy. By the

end of the first lap he had put thirty seconds on second place which was still held by McNeil. McLevy was putting on the charge, but he suffered mechanical failure at the end of the first lap with his bike dying just thirty feet from the barrels. Lawson moved up into third place just outside of McNeil's dust.

The three riders held their positions for the first half of the race, never getting within striking distance of one another. Timothy was able to put time on the pack for the first half, but started to back off for the final few laps.

"I was putting thirty seconds a lap on second place," said Timothy, "but it was too hot, so I decided to slow it down a little to save some energy."

By the half way mark the front runners were also encountering heavy lap traffic. "You just couldn't see five feet in front of you, it was just awful," stated McNeil.

Luckily the club had put a lot of work in the track over the past year. Many sections were bulldozed to give more passing areas and a lot of the nasty rock







Overall Novice winner Derek Pacheco cranks it around the last turn at Union.

sections were cleared, leaving less obstacles to hit in the dark.

With only two laps to go, it looked like one, two, three, for Timothy, McNeil and Lawson. But Ronnie's Cycle, Torco, Factory Connection-backed Lawson wasn't about to settle for third place. He kept pushing hard and by the second to last lap, he was right on McNeil. McNeil's Tech Tubes were having a slight

meltdown from over use. McNeil tried his best to hang on to his second place standing but Lawson wasn't about to let up and by the end of the lap, Lawson had hold of second place and had moved to within thirty seconds of Timothy.

Timothy got the pit board "Thirty Seconds-Lawson," on the final lap and it was time to pick up the pace. When the checkered flag dropped, it was Timothy taking the overall with just under two minutes on second place Lawson. McNeil did his best to hold off Dennis Decker to take third place. Decker settled for fourth place down just thirteen seconds. Arthur Menzel rounded out the top five.

The Expert Class High Point went to 250 rider Dave Simcock on his CRE. Nathan Kanney finished back thirty seconds to take the Expert 250 class win.

In the Amateur class, it was another close call for the overall with Mark Griffin taking the High Point just nine seconds ahead of Keith Bonney. Bonney took first place in the 250 class with second place Poplaski finishing down just thirty seconds more. The three riders were also the only Amateur riders to complete all seven laps.

## Central Vermont National

By Cheri Alix

Round 6, Chelsea, VT 7/4

The Central Vermont Trail Riders this year held the first AMA National Hare Scramble since the Rhode



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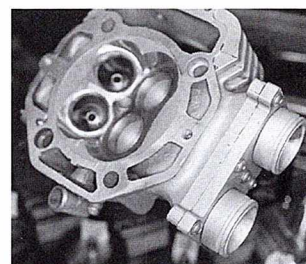
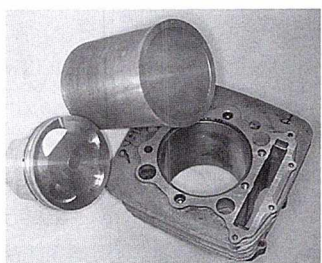
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Brian Lawson was second AA at Union.

Island National in 1990. Last year the club elected not to have an event due to the incredible amount of downed trees from severe winter storms. But they made up for it this year by clearing 12 1/2 miles of some of the best riding in New England.

Several of the top riders in the country and Canada turned out for the event along with all the top dogs in New England. The front line consisted of twenty five riders, including current national leader Doug Blackwell, Scott McLaughlin, Richard Lafferty and the Garrahan brothers, Pat and Brian. Local NETRA riders consisted of current NETRA series leader Patrick Timothy, Josh McLevy, Luke McNeil and Brian

<b>Connecticut State H.S.</b>			4. A. St. Clair	Hon	5. B. Pulaski	KTM	5. T. Canesi	KTM
<b>Class Results</b>			5. B. Natishy	Hon	<b>Super Senior</b>		<b>Amateur Senior</b>	
Patrick Timothy			<b>Novice 200</b>		1. P. Sullivan	KTM	1. R. Merrill	Yam
<b>Overall Highpoint</b>			1. A. Young	KTM	2. J. Nolan	Kaw	2. R. Lawson	HRG
D. Simcock			2. J. Wheelock	Hon	3. T. Simeon	Kaw	3. D. Murray	Kaw
<b>A High Point</b>			3. B. Chenail	Kaw	4. H. Nietsche	Hon	4. P. Fogarty	Yam
M. Griffin			4. S. Allegranza	yam	<b>Masters</b>		5. R. Erickson	KTM
<b>B High Point</b>			5. S. Evans		1. T. Farley	CRE	<b>Expert 200</b>	
D. Pacheco			<b>Novice 250</b>		<b>Amateur 200</b>		1. T. Santheson	Suz
<b>C High Point</b>			1. D. Pacheco	Hon	1. M. Griffin	Hon	2. D. Anderson	Yam
<b>AA</b>			2. D. Young	Hon	2. B. Cannon	Hon	3. R. Delaghelfa	Yam
1. P. Timothy			3. D. Terrell	Hon	3. J. Barrett	Hon	4. M. Sigety	TM
2. B. Lawson			4. S. Debrange	Yam	4. C. Griswold	KTM	5. E. Maynard	Yam
3. L. McNeil			5. D. Carr	Hon	4. M. Wolf	Kaw	<b>Expert 250</b>	
4. D. Decker			<b>Novice Open</b>		<b>Amateur 250</b>		1. D. Simcock	CRE
5. A. Menzel			1. J. Bachiuchi	Hon	1. K. Bonney	Hon	2. N. Kanney	Suz
<b>Junior</b>			2. D. Galley	KTM	2. S. Poplaski	Hon	3. J. Provencial	Kaw
1. R. Langenback			3. M. Serrilla	KTM	3. W. Plante	KTM	4. B. Carlson	Suz
2. W. Rowe			4. L. Parker	KTM	4. C. Andrews	Hon	5. J. Senecal	Suz
3. S. Decosta			5. B. Robarge	Hon	5. G. Mullaney	Hon	<b>Expert Open</b>	
4. R. Dence			<b>Novice Four Stroke</b>		<b>Amateur Open</b>		1. J. Geraci	KTM
5. B. Ciccariello			1. R. Bartoletti	Hon	1. D. Fox	Hon	2. D. Olson	Kaw
<b>Mini</b>			2. R. Dibble	Hon	2. C. Kuzia	Hus	3. P. Byrne	Yam
1. S. Mullaney			3. R. Passerini	Hon	3. A. Joachin	KTM	4. R. Billharz	KTM
2. J. Langenback			4. P. Phillips	Hon	4. V. Leonardo	Hon	5. D. Clark	Yam
3. G. Swanson			5. R. Sampson	Hon	5. D. Hayes	KTM	<b>Expert Veteran</b>	
4. P. Clark			<b>Novice Veteran</b>		<b>Amateur Four Stroke</b>		1. J. McMahon	Yam
5. J. Johnson			1. W. Rahmion	Kaw	1. J. Walsh	Suz	2. S. Raymond	Kaw
<b>Women</b>			2. K. Hosler	Hon	2. J. Morrison	Hon	3. L. Asselin	Hon
1. Heidi Landon			3. M. Moynihan	Kaw	3. J. Charbonneau	hon	4. D. Pzenutis	Hon
2. Dawn Silvia			4. R. Hardman	KTM	4. B. Sebben	Yam	5. B. Rotman	Hon
3. Dawn Shayer			5. D. Quinn	Hus	5. K. Fobishe	Hon	<b>Expert Senior</b>	
4. J. Biello			<b>Novice Senior</b>		<b>Amateur Veteran</b>		1. J. Price	Yam
<b>Novice 125</b>			1. D. DuFresne	Suz	1. L. Silvia	Kaw	2. J. Dunn	Kaw
1. W. Gray			2. C. Natisky	Kaw	2. M. Kraskooskas	Kaw	<b>Expert Four Stroke</b>	
2. W. Wentworth			3. P. Caooehe	Kaw	3. D. Bonsall	kaw	1. M. Burdick	HRB
3. R. kanarsly			4. G. Marcohe	Kaw	4. G. Brown	Hon	2. C. West	Hon

Lawson.

When the flag dropped it was Blackwell getting the holeshot, followed by Timothy and McLevy. The riders

immediately hit a short grass track, and weaved through a little woods section before skirting another field. There were no stoppers in the first quarter mile,

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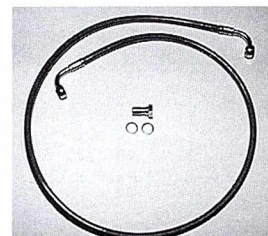
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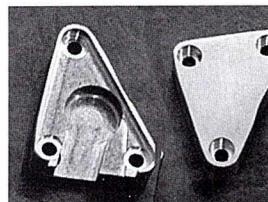
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<b>Central Vermont National</b>			1. Ryan Dellaghelfa	Yam	4. Darren Lutz	Hon	<b>C 200</b>	1. Dan Young	KTM
<b>Class Results</b>			2. Everett Maynard Jr.	Yam	5. Mark Beauregard	KTM		2. Ken Ettinger Jr.	KTM
Doug Blackwell			3. Mike Peristere	Yam	<b>B 250</b>			3. Jared Wheelock	Hon
<b>Overall Champion</b>			4. Steve Formanek Jr.	Hon	1. Steven Poplasky	Hon		4. Todd Harris	KTM
Chris Cramer			5. Keith Callahan	Yam	2. Jeff Daigle	Kaw		5. James Menard	KTM
<b>Overall A</b>			<b>A 250</b>		3. Todd Hamilton	Hon		<b>C 250</b>	
Casey Griswold			1. Josh McKett	Yam	4. David Maurice	Kaw		1. Cooper MacRitchie	Kaw
<b>Overall B</b>			2. Dave Simcock	CRE	5. Chris Chasse	KTM		2. Michael Buck	Suz
Mike Chaffee			3. Tim Senecal	Suz	<b>B Open</b>			3. Dan Young	Hon
<b>Overall C</b>			4. Andy Briggs	Kaw	1. Joseph Scarfi	KTM		4. Dennis Carr	Hon
<b>AA</b>			5. Frederick Beraudou		2. Timothy Rooney	Kaw		5. Shawn Ricker	Hon
1. Pat Garrahan			<b>A Open</b>		3. Dave Galemba	Kaw		<b>C Open</b>	
2. Scott McLaughlin			1. Anthony Gerau	KTM	4. Michael Bates	Hon		1. Ray Williams	KTM
3. Brian Garrahan			2. Pete Byrne	Yam	5. Steve Ostergard	Kaw		2. Liam Zibell	Kaw
4. Pat Timothy			3. Mark Adkins	KTM	<b>B Veteran</b>			3. Paul Matthews Jr.	KTM
5. Luke McNeil			4. Troy Smith	KTM	1. Mike Jenkins	Kaw		4. Richard Noble	Hus
<b>Junior</b>			5. Robert North III	Yam	2. Richard Mitchell	Hon		5. Edward Ilves	KTM
1. Robert Langenback			<b>A Veteran</b>		3. Andre Roy	Hon		<b>C Four Stroke</b>	
2. Scott DeCosta			1. Bob Kirchner	Suz	4. Dale Wager	Yam		1. Chris Nicholas	Yam
3. John Moore			2. Lionel Asselin	Yam	5. Jame St. Laurent	KTM		2. Alan Beauregard	Hon
4. Ryan Sheehan			3. Harold Bowen	Kaw	<b>B Senior</b>			3. Andy Worrall	Hon
5. Robert Dence			4. Brian Tucker	KTM	1. Dan Murray	Kaw		4. Mike Marvin	Hon
<b>Mini</b>			5. John Braun	KTM	2. Yues Bacher	Kaw		5. John Davy	Hon
1. Paul Dellaghelfa			<b>A Senior</b>		3. Richard Merrill	Yam		<b>C Veteran</b>	
2. Sean Mullaney			1. Jerry Randall	Yam	4. David Kanney	KTM		1. Richard Zeleznik	Kaw
3. Jason Johnson			2. Jerry Lynn	Yam	5. Robert Larson	Hus		2. Alex Zeller	Hon
4. Sean Williams			3. Neal Hamilton	Kaw	<b>B Four Stroke</b>			3. Wade Rahmlow	Kaw
5. Jesse Moran			4. Steve Formanek	Hon	1. James Simonds	Yam		4. Anthony Beauvais	Kaw
<b>Super Senior A</b>			<b>A Four Stroke</b>		2. Brian Sebben	Yam		5. Thomas Cooley	KTM
1. James Simone			1. Allan Lachapelle	Hon	3. Filip Svoboda	Yam		<b>C Senior</b>	
2. Jack Shoalmire			2. Mark Burdick	Hon	4. John Morrison	Hon		1. William King	Yam
<b>Super Senior B</b>			3. Chris West	Hon	5. Jim Walsh	Suz		2. Robert Doyle	Kaw
1. Tom Simeon			4. Gary Ostergard	Yam	<b>C 125</b>			3. Robert Hardhan	KTM
2. Ken Ettinger			5. Jim Simcock	Yam	1. Derek Waters	Yam		4. Allen Allsop	Yam
<b>Super Senior C</b>			<b>B 200</b>		2. Allen St. Claire	Hon		5. Thomas Curtin	Hon
1. Karl Domvuskas			1. Dan White	Hon	3. Eric Parent	Hon			
2. Henry Nietsche			2. Jason Barrett	Hon	4. William Gray	Kaw			
<b>A 200</b>			3. Dan Collins	KTM	5. Joseph Kruzenski	Yam			

keeping the pack tight before they hit the woods.  
 "McLevy got crossed up trying to pass me at the first mudhole," said Timothy. "We hit and I went right

over the bars. I had to scramble off the track to avoid getting runover from the rest of the pack."

By the time Timothy reclaimed his bike, he was dead

last. "When you're racing with the national guys you can't let them out of your sight," said Timothy. "Blackwell and McLevy were long gone."

The riders ran a shortened course of eight miles on the first lap changing between grass tracks and dark, rocky woods. Even though the summer had been extremely dry, the dense pine groves were damp and slippery. You could keep a fast pace through the fields but once you hit the woods you had to slow it down to keep from landing on your head on the slippery rocks.

Blackwell held the lead for the entire first lap with the top NETRA rider being RER Motor city, MSR, Scott backed McLevy. Pat Garrahan was riding in third place with Yamaha of Putnam's McNeil dicing it out with McLaughlin over fourth place. The NETRA riders were giving the top dogs a run for their money on the first half, but the humidity and heat started to take an effect on them. McLevy was the first affected, turning over the NETRA lead to McNeil.

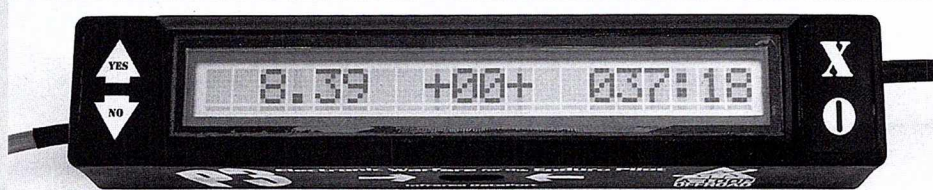
"Half way through it was getting too hot," said McNeil. "I kept Garrahan in sight for quite a while. I could see him leaving the grass track as I was coming on, maybe thirty seconds ahead at the most. I stayed with McLaughlin for a few laps, but he just put on the gas and I just couldn't hang anymore."

By the end of the third lap, Blackwell was long gone with over a minute on second place Pat Garrahan. McLaughlin had moved up into third place with McNeil holding off Brian Garrahan for fourth. McNeil was also about to encounter a trio of riders that had moved up from the back of the pack. Timothy was now on the move and had managed to work his way into sixth place. Ronnie's Cycle, Torco-backed Brian Lawson, who started dead last off the line, was right on Timothy's rear wheel with Bob Santheson in tow. The three riders hung together for most of the third lap continually trading places and banging bars.

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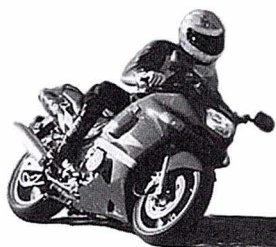
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"I don't remember passing Timothy," stated Lawson. But when we hit an open section I looked back and there he was. I went to gas it and the bike just ran out of gas. I was three miles from the pit." By the time Lawson made it back to the pits, Blackwell had already lapped him ending any hopes for a top ten finish.

After three hours and fifteen minutes of racing, it was Blackwell once again taking a national win. Pat Garrahan came around in second, down just under four minutes. Third place went to McLaughlin. Brian Garrahan took fourth place honors but not without a fight from Timothy.

"I caught McNeil on a bridge and snuck right by," said Timothy after the race. "Then I saw the #2 plate of Garrahan. I blew right by him in a mudhole and we both picked it up on the grass track. I had to pit going into the final lap and just started losing steam. I kept sight of him for the entire lap but just couldn't catch him."

Timothy took top NETRA rider honors and finished fifth overall, down just thirty seconds from Garrahan. McNeil held onto sixth place with Richard Lafferty taking seventh.

With the national also being a NETRA event, the club was able to hold the usual Junior and Novice events earlier in the day. The Junior class ran three laps of a shortened course. Robert Langenback continued to hold his dominance over the class taking the win with just over one minute on second place Scott DeCosta. John Moore finished third, back another minute and a half.

In the Mini class, it was Paul Dellagheffa taking the win, with over two minutes on second place Sean Mullaney. The Novice High Point was won by Mike Chaffee on a Honda four stroke. ↑



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# Scrub Pine Enduro

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September 26<sup>th</sup>, 1999  
Lebanon State Forest, NJ

**Key Time:** 8:00 AM  
**Entry Fee:** Pre-entry \$35.00 Post entry \$40.00. *Free limited edition T-shirt to all pre-entries!* Make checks payable to O.C.C.R. c/o Rocco Spano 110-2 Marc La. Wrightstown NJ, 08562

**Starting Position:** Drawing to be held on Thursday, September 16<sup>th</sup>, 1999. 'A' & 'B' rider entries attached to 'C' entries will be drawn with the 'C' riders. Confirmation of starting number and other information will be mailed following the drawing. **NO PHONE ENTRIES ACCEPTED!**

**Requirements:** You must be 18 years old to ride this event- no exceptions! All entrants must have a valid motorcycle license, registration and insurance card. All machines must have proper license plate and a firmly attached spark arrestor. All entrants must have a valid AMA card and an ECEA license. An ECEA license may be obtained the day before the event only by passing a written test. AMA 'A' card holders will be issued an ECEA license without testing. NETRA and other association riders will be issued a comparable licence to their current enduro license or card. New riders should check 'C' class on entry. The State Police and Forest Rangers may be present at this event. All documentation will be checked at sign up before you are given your rider packet. You are responsible to allow yourself enough time to get to the start. All participants are required to sign a Release and Waiver of Liability statement at the event.

**Sign Up:** Will be Saturday from 2:00pm until 8:00pm and at 6:00am on Sunday  
**Food:** Will be provided by Cub Scout Pack 10.  
**Gas:** Will be back at start.

**Camping/Lodging:** Free camping at start on Saturday night. Register at sign up before setting up camp. Absolutely no alcoholic beverages. Dogs must be leashed at all times. The following motels are in the general area: Econo Lodge, RT. #37, Lakehurst (732) 657-7100  
Best Western Rt. # 70, Lakewood (732)-367-0900 \* Best Western RT. # 70, Cherry Hill (609) 665-1100

**Classes:** All AMA recognized classes. We will also offer Dual Sport and Vintage classes. Preferential starting positions will be given to those Classes along with Masters and Women. **C RIDERS WILL TROPHY THROUGH 10th PLACE.**

**Information:** Call Rocco (609) 758-2747 before 8:30 or Dave (609) 723-6034 between 2pm and 3pm.

**Directions:** From Garden State Parkway Southbound: Take exit #88, follow Rt. #70 West to Rt. # 72. Take RT. 72 East to mile marker #3 and make left turn into forest. From Garden State Parkway Northbound: Take exit #63. Follow Rt. # 72 west to mile marker #3 and make right into forest. From NJ turnpike: Take exit # 4. Take Rt. 373 to Marlton. Take Rt. # 70 east to Rt. 3 72. Follow Rt. 72 east to mile marker #3 and make a left turn into the forest.

Name \_\_\_\_\_ Age \_\_\_\_\_

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Bike Make \_\_\_\_\_ Displacement \_\_\_\_\_

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Circle Appropriate Class Info: AA \* A \* B \* C \* Vintage \* Dual Sport \*

Women \* Masters 60+ \* 4 Stroke A,B,C \* Vet30+ A,B,C, \* Sup. Sen. 50+ A,B  
Senior A \* B

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying on my own judgement and ability, assume all risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_



# NEW HAMPSHIRE CLASSIC

A great time and great success at the annual CFF ride

By Rocky Raccoon

Loudon, NH 6/12-13

The AMA/Suzuki National Dual Sport trail ride series paid its annual visit to the New Hampshire International Speedway (NHIS) this weekend, as the NH Classic Charity Trail Ride welcomed riders from Quebec to Arizona for two days of spirited riding.

323 trail riders raised \$40,000 for the Cystic Fibrosis Foundation; the luckiest one of them took home a brand new Suzuki DR 350 SE home after winning the raffle bike donated by American Suzuki. Another rider, Ben Watkins, won a pair of tickets on American Airlines to the Caribbean after collecting \$2,165 in pledges for CF.

The staging area for the trail ride was on the hill behind the turn 6 road course carousel at NHIS, providing a decent view of the off road excursions of several LRRS road racers who had trouble with the new line over the top of the hill.

The Merrimack Valley Trail Riders put together two days of varied terrain, from novice-friendly two track to AA level hero sections and mountain views for those so inclined. The Suzuki support van, with Mark Hyde at the helm, did its usual first-rate job of keeping the mechanically challenged from suffering the mis-



Riders wind through one of the only pieces of wet trail in a very dry summer.

fortune of a DNF, or in some cases, a DNS. Along with Mark for the ride this year was Steve and Denise Hatch, taking a busman's holiday from the GNCC series. They rode 2-up on a modified DR 350 SE, and were guests of honor at the Saturday night banquet at the Checkered Flag Restaurant at NHIS, where they helped present a check for \$12,300 to Anne Mumford, CF poster girl and dedicated trail rider, on behalf of American Suzuki.

Conditions for this year's event were totally opposite of last year's nine inches of rain. An unusually dry spring made dust a limiting factor on the dirt roads for many. Course marshals were dispatched to encourage the overly enthusiastic to keep the dust down. Once into the woods, conditions and visibility markedly improved. It was grins all around at the lunch stop in Bear Brook State Park, where CF provided burgers, dogs, and cold drinks at the Americorps headquarters, a picturesque 60 year old Civilian Conservation Corps lodging camp.

Mark Hyde and the MVTR organizers were just beginning to wonder what could be keeping Steve and Denise, when they arrived at lunch with a taste of a flat rear tire en route. Of course, they were riding sans spares when the problem hit, but they had been having so much fun that Steve was contemplating doing the next hero section on the rim. Proving once again

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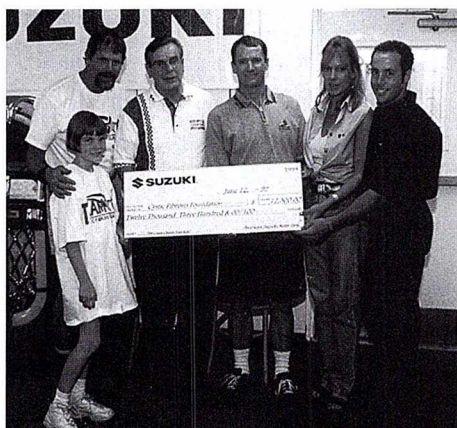
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Marc Hull was the lucky drawing winner for the brand new Suzuki DR350SE. Below: Suzuki presents the big check; from left to right, Anne Mumford, John O'Connor, Dennis Huckins, Mark Hyde, Denise and Steve Hatch.



that turnabout's fair play, several local riders pulled alongside and flagged them down. Utilizing the omnipresent New England stone wall as a work stand, the riders made short work of replacing the punctured tube, taking turns with their miniature bicycle pump to seat the bead.

This tale was told with glee by Steve at the Saturday night festivities, but the story didn't conclude until the rider's meeting on Sunday morning, when Anne Mumford drew the raffle ticket for the DR 350 SE. The winning number belonged to Mark Hull, one of the guys who changed Steve and Denise's tire the previous day. Instant karma, of the good variety.

Sunday's Northern loop started out easy, but got progressively more challenging for those who opted for the hero sections, one of which was a nine mile loop of the NETRA Rocky Mountain hare scrambles course. Mountaintop views of the New Hampshire lakes region proved well worth the effort.

The Cystic Fibrosis Foundation wishes to express sincere thanks to the Merrimack Valley Trail Riders and trail boss John O'Connor, along with the event sponsors American Suzuki, American Airlines, Torco Racing Oils, Spectro Oils, High Tech Color, Inc., BattleGreen Food Services, NETRA, the AMA, and Trail Rider Magazine. Special thanks are due to The Parks & Recreation Department of New Hampshire and the Police Chiefs of New Hampshire.

The Trail Boss would like to warmly thank Lisa T. and Karl Towsley for their strength and grace under pressure! ▲

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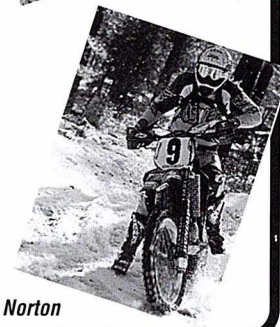
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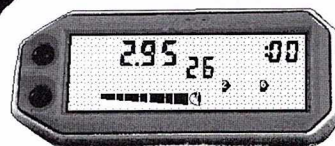
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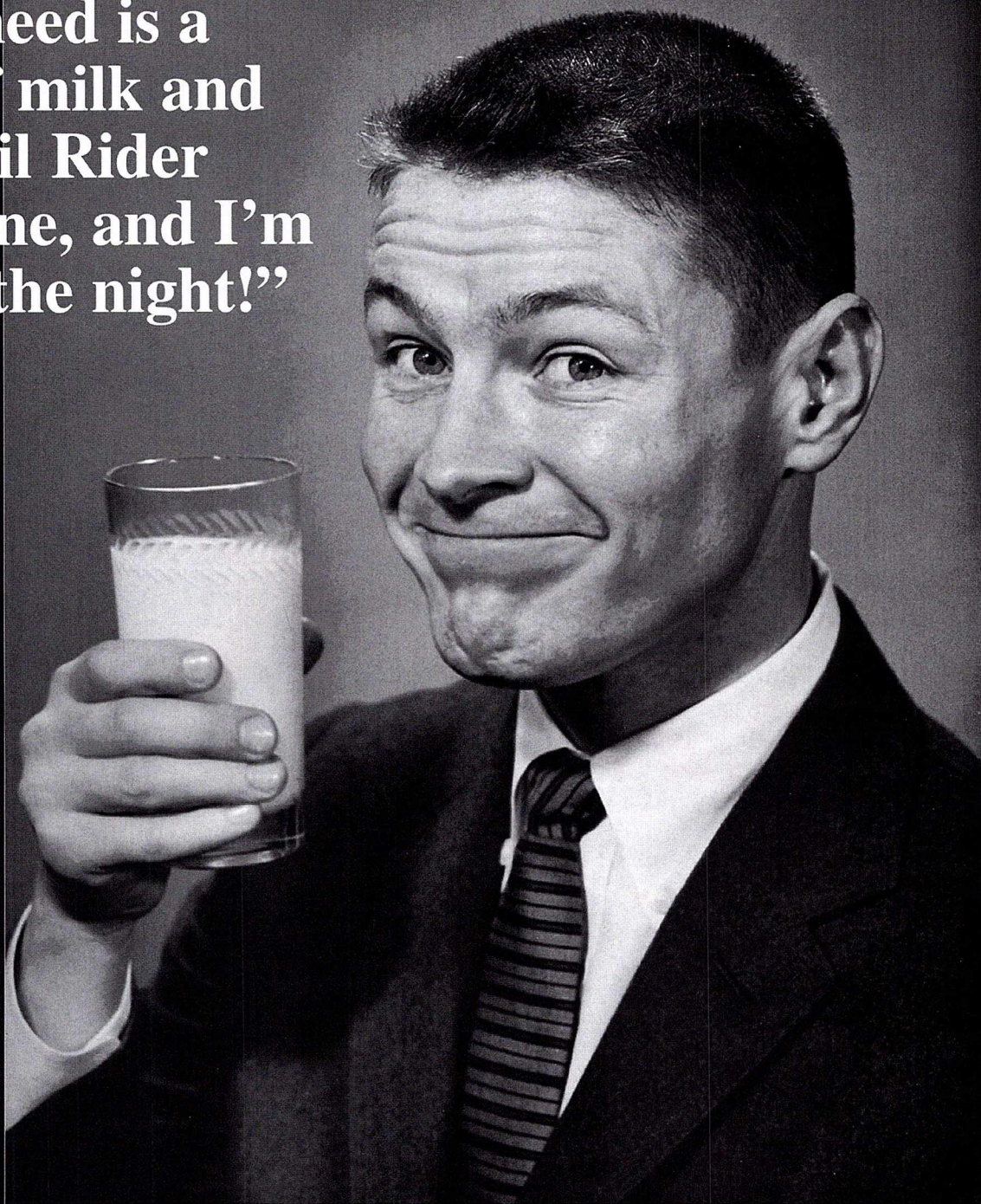
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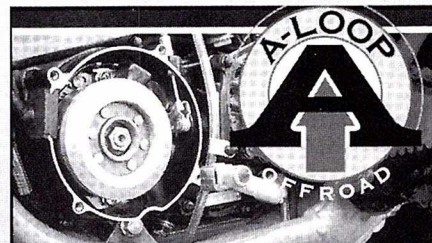
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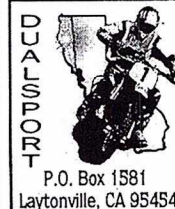
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First off, there's a lot of land up there, and once you get out of the cities there's not a whole lot of people. Second, folks are friendly up there. The only miserable people you'll find are American tourists with motor home problems. Third, a little familiarity with the currency exchange rate will tell you right away that buying anything in Canada is a full-on bargain.

We found out all the above while on a quick skiing trip this past spring. The most obvious change, right over the border, is that (at least right now) the American dollar is worth \$1.50 Canadian. If you stay away from the more touristy/pricy areas this can make you feel like a bloated aristocrat. It means you're spending 80 cents rather than \$1.20 for a bottle of Yoo-Hoo, and you know you can take savings like that to the bank. And, the people you do see are smiling, friendly and talkative as you're robbing them blind. What a wonderful world lies just to our north!

The part about good riding is definitely true as well. While we were there we hooked up with Guy Perrett, the owner/operator of Canadian Offroad Holidays. What Guy does is offer dual sport or trail riding tours from his home base in Kamloops, Ontario. Right at the moment COH offers one-day to four-day tours, and longer tours are available. "Each day we tour different trails, varying from the tight and gnarly to two track roads and fire roads," Guy told us. "The big forest fire last year, that nearly burnt us and

about a hundred and fifty miles or so worth of trails, left quite a few new fire roads for us to play with.. Tour guests dictate the pace, and the mileage each day averages 100 miles.

"We do spider loops out of COH headquarters," Guy went on. "A morning loop starting out with fast single track and two track until the heart of our north network, about 15 minutes of riding, from here. After that it just depends on the guests. Fast two track, grassy meadows, big climbs, mountain views, big descents, but the best thing is it's all linked up with single track breaking it all up. Back to the ranch for lunch, and then an afternoon/evening loop on a different leg of the spider. Each loop is different trails unless guests request to repeat sections."

On the day we were there, Guy took us on a quick tour of his trails. It was more a sampling of the terrain close to home, since there was still snow in early April, and most all of the high trails were inaccessible. Even so, we ran through some primo stuff. Down low there's a lot of semi-arid pine forest, very similar to the dry parts of the West Coast, from northern California up to Washington, which is not surprising since they're all in the same climatic region. Guy has an excess of unspoiled trails in this terrain, both singletrack and two-track, just like he promised. If there was a little less snow in the dark spots he could have taken us into thick vegetation if we liked, and of course in high season alpine trails as high as 5800 feet are well within COH's range.

Canadian Offroad Holidays Tour season is May through October, with the prime time being early or late in the season to take advantage of cooler temperatures. Too early, though, and you'll wind up snowbound like we did, but

Guy is well aware of the weather and snow level at any time, so he's the final source for local conditions. And, if you're interested in combining other activities with a Canadian Offroad Holiday, fishing, white water rafting, horse back exploring, and golf days are all possible.

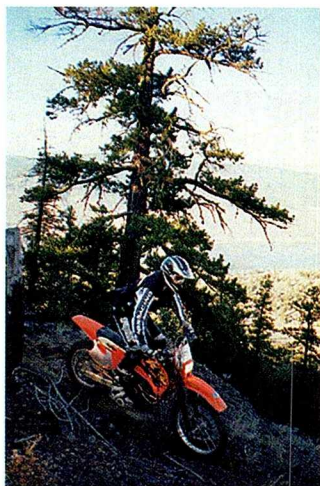
If you're staying in town for a multi-day ride, accommodation can be arranged at Shirley's B&B, where it's possible to ride right from the front door, and includes breakfast, dinner, hot tub, and washer and dryer for \$80 per night. Finally, you can use your bike or rent a KTM while you're there. It's easily possible to fly into Kamloops Airport, get picked up, stay at the B&B, rent a bike and go riding with hardly any effort at all. And, if you want to indulge in the height of irresponsible indulgence, Guy owns a motorcycle shop right there, and you can buy new gear to wear, leaving your packing chores to not much more than a pair of shorts and a T-shirt or two (and you can buy them as well!).

The cost? The prices below include fuel, lunch and tour; the higher price is renting one of their bikes, and the lower price is using your own bike.

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And remember if you think the trail pace won't be fast enough or tough enough, fear not. Guy Perrett is a Gold, Silver, and Bronze I.S.D.E. Medalist, Six time Canadian National Offroad Champion, and a full-on animal on a bike. You can check out his riding and some of his trails, as a matter of fact, in the Terrafirma 4 and 5 videos, available at just about any bike shop.

The trails we saw on our one-day ride were very cool, it only made us want to see more. Guy says he can pile on the mileage and make it enduro tough, or cruise the easy trails, whatever we want. With that kind of hospitality and the killer exchange rate (all the prices above are in Canadian dollars, remember), it looks like too much of a sweet deal to pass up. We'll be back, and maybe we'll see you there! ↑

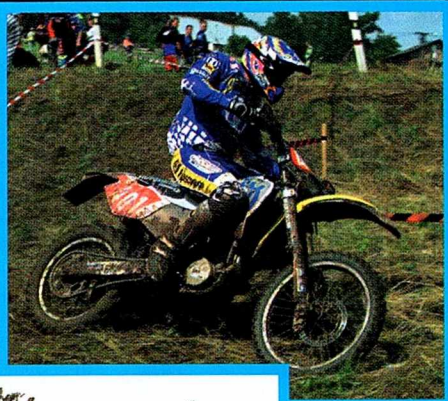






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# Killer Bikes!

I heard it during an ESPN2 broadcast where they were trying to stretch out two hours of Daytona racing coverage to fill three hours of air time. They had hauled out some joker whose only connection with the Daytona 200 was that his daughter was married to the guy who had installed the sprinkler system on the north edge of the infield overflow parking area.

*"It was such a crude bike that spectators would look at it, walk completely around the motorcycle, then ask 'Did you make that yourself?'"*

This chap used the term "killer bikes" so often that it was almost a speech impediment. I would have switched channels except that my remote control was in hibernation somewhere inside the bottom lining of my comfortable couch, and living up to it's title of "remote."

The next time I heard "killer b...." I reached down and pulled the TV cord from its connection to the Tucson Power and Light Company. The blessed silence gave me time to think of three "killer bikes" I had owned, and I found myself idly scratching the suddenly itching scars they had left on my body. These were Italian, Spanish and English motorcycles which painfully left me to ponder, much too late, George Washington's advice to beware of foreign entanglements.

The Italian machine had the much ballyhooed, maybe miraculous, dual leading-shoe front brake. The first time I realized this contraption's innate weakness was the first time I had to back it down the loading ramp from my Dodge van. With a truly ferocious squeeze on the front brake lever it back pedaled itself and me back, and back, and back; until fetching up against the right rear quarter panel of Ed Baker's Cadillac sedan.

**DUAL LEADING SHOE BRAKES DON'T WORK REAL GOOD WHEN GOING BACKWARDS!**

The second time I noticed the phenomenon was after stalling seven feet from the top of a steep seventy-foot climb, and being run over by my own motorcycle...to the extreme delight of a Cycle News photographer and severe agitation of two riders who were following too close.

And the WORST part of the experience was that the photographer was so busy running backwards that he never got my photo! Plus, one of the riders I'd flattened was in my own enduro club and this was the second time this year that I more or less ran him into the ground. He said, "Hertfelder, why don't you take up slot car racing?"

My Spanish "killer" bike was a very popular

machine, usually sold out of renovated bankrupt gas stations. Regardless, they were a beautifully handling machine with the uncanny ability—for me at least—of managing to be always upright and under me no matter what aerial gyrations I was subjecting my flying body to and, more or less, regardless of my height and trajectory. Quite frequently this would happen at spectator points, from impacting an underwater log or something,

and I often stopped to ask "Anybody got a picture of that?" as I looked at a herd of spectators still standing with their jaws dropped to the second button on their shirts.

Now, the reason I referred to it as "killer" was because of its sidestand, which was spring loaded to always retract. So you'd have a situation of a field full of parked motorcycles, with their riders waiting to watch their score cards descend, then finally dropping "off the board" as they leaned against their parked machines. Don't you know, some dummy would lean a bit too hard against his "killer" and the sidestand would clank retracted.

Hearing the noise, the rider would usually spin around to see what fell off THIS time; just as his motorcycle dropped into his knees and pinned him to the ground.

The usual reaction would be for six other riders to push off from their relaxed lean to help this guy. And THEIR motorcycles would drop and catch them just above the heels of their boots!

Recently I saw a demonstration of a chain reaction illustrated by a basketball gym floor covered with loaded mouse traps. We didn't realize it at the time but a parking area full of those Spanish bikes did a pretty good demonstration of a chain reaction.

My third 'killer' was an English machine, again not identified to save them embarrassment. It was such a crude bike that spectators would look at it, walk completely around the motorcycle, then ask "Did you make that yourself?" This was the only motorcycle that you could,

with great confidence, throw down a Pennsylvania mountain trail, slide down on your butt to retrieve, and when you picked it up, it might look BETTER than when it started down.

The "killer" tag was connected to it's right side foot peg. I just measured the triple scars on my right ankle and that peg was just one inch wide. The situation was this: to kick start the Villiers two stroke, it was necessary to fold up, then secure with a keyring-sized metal loop, the right footpeg. If it started on the first kick there was no problem. You merely reached down, lifted the metal ring, and the footpeg would drop into place. Basic engineering using gravity in a cost free application.

If the motorcycle needed MORE than one kick, there was a very severe medical penalty involved with the process. I must tell you: a very painful medical penalty.

Every time the motorcycle dropped on it's suspension slightly, with every stroke of the starter lever, the metal ring, probably, "walked" up a bit off the foot peg.

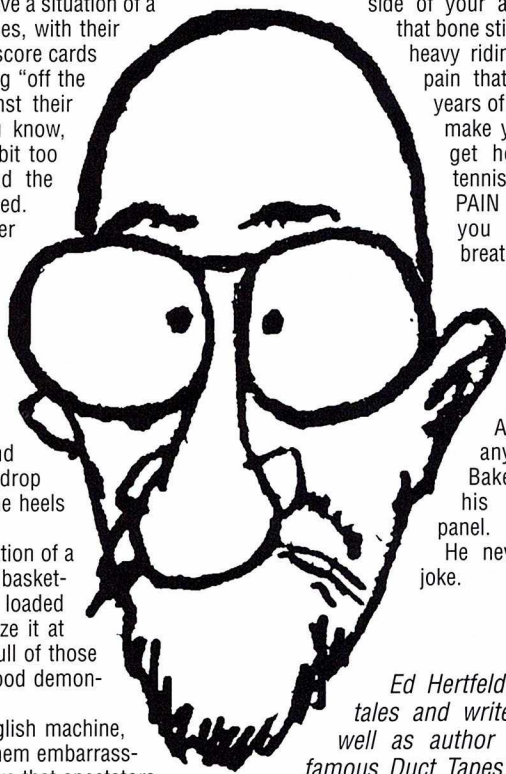
Let's say the engine burbled a few strokes and you realized you might have "tickled" the carb a tad too much. So you would open the throttle grip and really threw all your weight into the next stroke of that damn starter.

Don't you know? The footpeg would drop out from under the ring and fold out directly into the side of your ankle, right where that bone sticks out! Even with heavy riding boots this was pain that could erase ten years of memory cells and make you forget how to get home again. With tennis shoes on it was PAIN that could make you forget how to breathe, swallow, and blink your eyes.

Excuse me; I have to wipe the tears of remembrance out of my eyes. And please, don't anybody tell Ed Baker who caved-in his Cadillac quarter panel.

He never could take a joke.

—Ed Hertfelder



Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O.Box 17564, Tucson, AZ 85731. ↑



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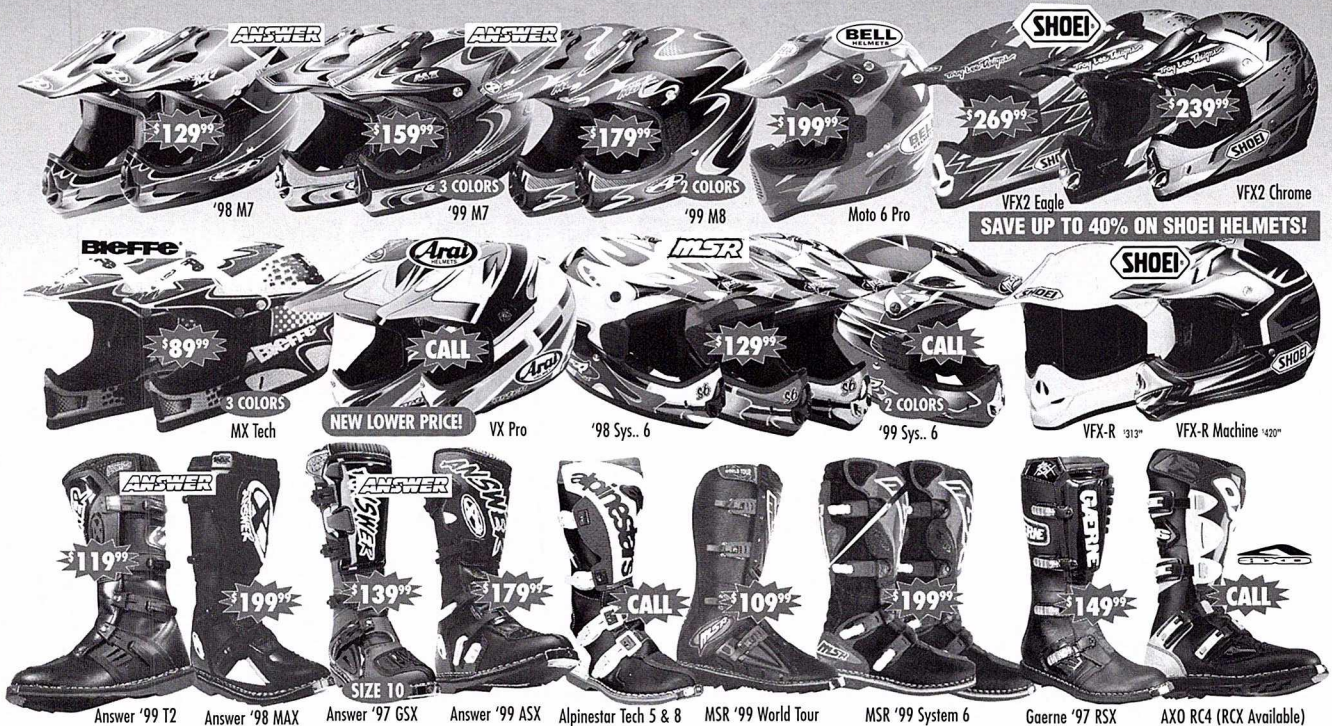
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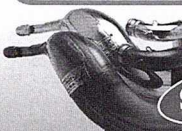
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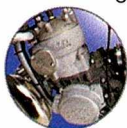
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